

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVIII., No. 24.]

SATURDAY, JUNE 15, 1872.

[WHOLE No. 1,886 VOL. XLV.

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, June 15, 1872.

New York, West Shore and Chicago R. R.

At the annual meeting of the stockholders of this company held at No. 20 Nassau St., this city, on the 11th inst., the following gentlemen were elected directors: John M. Courtenay, Leonval T. Guthrie, Wm. M. Richards, Joseph A. Beardsley, Augustus W. Greenleaf, J. Alder Ellis, John C. Wyman, Wm. W. Carson, Levi Parsons, Hezron A. Johnson, L. H. Meyers, John Horatio Lloyd and Daniel D. Brodhead. Mr. Lloyd is of London, Mr. Brodhead of Boston, Mr. Ellis of Chicago, Mr. Carson of Newburg, and the others of New York. At a subsequent meeting of the directors the following officers were chosen: President, John M. Courtenay; Vice President, J. Alder Ellis; Treasurer, Leonval T. Guthrie; Secretary, L. M. Guthrie. The executive committee consists of the President, Vice President, and Treasurer. We learn that an agreement has been entered into between this company and the West Shore Hudson River Railroad Company, whereby the former agrees to take up the bonds of the latter company at the rate of fifty cents on the dollar on or before the 26th day of January, 1873, and to give in exchange bonds of \$1,000 on the New York, West

Shore and Chicago Railroad Company, secured by its first mortgage, or cash; and that Mr. Courtenay has appointed Messrs. C. D. Van Wageningen, John Van Ness and Allan Hay trustees to receive the bonds of the West Shore Hudson River Railroad Company on the above terms. The office of the trustees is at No. 33 Broad Street, this city.

INVESTMENT SECURITIES.

We are selling the Northern Pacific 7-30 Gold Bonds at par and interest in currency. They are issued in denominations from \$100 to \$1,000 Coupon, and \$100 to \$10,000 Registered, and are at all times interchangeable, at the pleasure of the holder, without charge.

They are secured by a First and only Mortgage on the road, its Equipments, Earnings, and Franchises, and also on a Land Grant which, on the completion of the road, will exceed 23,000 acres to each mile of track, or 500 acres of land to secure each \$1,000 bond.

These Bonds are at all times receivable at Ten Per Cent. Premium, in payment for any lands purchased from the Company.

A portion of the Company's Lands are now on the market, and the proceeds of sale constitute a SINKING FUND for the REDEMPTION OF THE BONDS.

Holders of United States 5-50 Bonds can now convert them into

NORTHERN PACIFIC 7-30's,

Realizing an immediate handsome profit, and an increase of about one-third on their annual income.

The semi-annual interest on the Registered Bonds is paid with GOLD CHECKS, sent to the Post-Office address of the holder.

All marketable securities received in exchange, without expense to the investor, at their highest current value.

JAY COOKE & Co.,

New York, Philadelphia and Washington.

For sale by Banks and Bankers generally throughout the United States and Canada.

The proposed bridge over the Hudson River at Poughkeepsie will be composed of five spans of 500 feet each, and will be 120 feet in height. This bridge will connect New England with the coal fields of Pennsylvania, by the building of only nine miles of railroad.

Arkansas Central Railway.

The Credit Foncier of England, one of the largest financial institutions in London, in conjunction with Messrs. Lion, Hertz & Co., of Amsterdam, have introduced upon the English and Dutch markets the first mortgage 8 per cent. gold bonds of the Arkansas Central Railway Company. The bond is for only \$8,000 per mile on completed road, and was readily subscribed for by the public, obtaining a premium in the London market of 4 per cent. above the issue price, which was £166 10s per bond of \$1,000 or 80 per cent. gold. This is the first Arkansas loan successfully placed upon the European market, and as the Central is one of the best lines of the Southwest, we are confident that the sale of these securities will open the way for the introduction abroad of other valuable enterprises in the progressive Southwest.

Central Railroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey, present to the Stockholders their report for the year 1871.

The usual comparisons are made of the receipts, expenses, &c., of the past year with those of the one that preceded it, though they are of less value than usual, as on the first of April this company took possession of the Lehigh and Susquehanna Railroad and its branches, under the lease heretofore reported; and since that time the whole 180 miles of main line, and 111 miles of branches have been operated as one concern. The last nine months, therefore, show the receipts and expenses of the Lehigh road combined with those of the roads previously the property of this company.

The entire Lehigh equipment having passed by purchase, into the hands of this company, is included in the general statement of equipment, which also includes that of all the branches; and the repair of the same are included in the general expense accounts.

SERVICE OF THE ROAD AND FERRY.

The service of the whole road, as compared with that of the Central Division the previous year, has been as follows:

	1871.	1870.
Miles run by passenger trains.	1,164,823	875,049
" merchandise "	808,795	574,208
" coal trains	1,556,905	828,971

Total by transport'n trains. 3,530,523 2,278,228
Miles run by wood, gravel and construction trains

171,850 86,817
Total miles run by trains. 3,702,373 2,365,045

The ferry boats have made 89,993 trips between New York and Jersey City, against 36,336 trips the previous year. The ferry between New York and Elizabethport has been regularly kept up.

PASSENGERS, FREIGHT AND COAL.

The passenger business of the past year, including that of the Lehigh Road for nine months, is as follows, compared with Central Railroad receipts the previous year:

	1871.	1870.
Number of passengers.....	3,944,103	3,291,084
Miles traveled by passeng'rs.....	44,808,654	40,499,888

A similar comparison of merchandise business gives as follows:

	1871.	1870.
Number of tons carried.....	990,591	702,529
Tons carried one mile.....	59,557,173	42,792,171

A similar comparison of the coal business gives the following results:

	1871.	1870.
Number of tons carried.....	2,958,046	2,052,184
Tons carried one mile.....	229,342,245	115,304,381

There was an increase in Lehigh Coal of 247,494 tons, and a decrease in Lackawanna coal of 422,614 tons, on the Central Division.

The coal tonnage over the Central Division, since the transportation of coal was commenced, has been as follows:

	Lehigh Tons.	Lackawanna Tons.	Total Tons.
1856.....	33,325	98,670	131,995
1857.....	84,841	209,950	294,791
1858.....	122,923	417,726	540,649
1859.....	183,277	455,681	638,958
1860.....	263,906	590,863	854,769
1861.....	254,345	568,869	823,214
1862.....	314,195	502,375	816,570
1863.....	435,927	613,954	1,049,881
1864.....	474,221	675,743	1,149,964
1865.....	509,819	494,687	1,004,506
1866.....	511,076	778,173	1,289,249
1867.....	513,425	855,620	1,369,045
1868.....	765,657	853,188	1,618,845
1869.....	733,435	822,567	1,556,002
1870.....	997,504	1,054,680	2,052,184
1871.....	1,244,998	632,066	1,877,064
Total.....	7,442,924	9,624,812	17,067,736

EQUIPMENT.

The company received with the Lehigh and Susquehanna Railroad 72 engines, 15 passenger cars, 10 baggage cars, 554 freight cars, 10,442 coal cars and 263 other cars.

The company now own 202 engines, of which 198 burn hard coal and 9 wood. The condition of these engines is reported as follows: 134 in first-class order; 81 in good working order; 1 requires ordinary repairs, 6 general repairs, and 22 are now in shop repairing. During the year 9 new passenger engines, 4 new freight and 5 new shifting engines have been added to the equipment, besides the purchase of the Lehigh engines. Six engines have been condemned and cut up.

The equipment of cars is as follows: 103 first-class and 16 second-class passenger, 29 baggage and smoking, 10 baggage and mail, 3 express, 326 8-wheel and 12 4-wheel, house freight, 28 8-wheel stock, 9 8-wheel and 73 4-wheel, caboose, 198 8-wheel platform, 311 8-wheel gondola, 10 8-wheel, 149 6-wheel and 14 4-wheel iron and lime, 876 8-wheel and 11,975 4-wheel coal, 122 8-wheel and 163 4-wheel gravel, 19 6-wheel and 5 4-wheel wood rack, 4 8-wheel derrick, and 2 8-wheel tool.

During the year the following additions have been made to the car equipment, besides the Lehigh car purchase: There have been purchased 10 passenger cars, 1,000 4-wheel coal cars, 50 gondola cars, 12 house cars, 25 platform cars and 48 iron cars. There have been built in the company's shops, 1 caboose, 43 house, 7 stock, 24 platform, 6 gondola and 2 tool cars, all 8-wheeled; also, 8 4-wheeled caboose and 43 4-wheeled coal cars. The following changes were made: 3 second-class passenger cars were converted to combination cars, 2 6-wheel wood racks to iron and lime

cars, 1 8-wheel coal car to work train caboose, and 10 8-wheel coal cars to lime cars. Also 180 4-wheel coal cars were rebuilt during the year. Also 5 passenger cars, 2 cabooses, 69 coal, 1 stock, and 9 lime cars have been broken up or destroyed.

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses of both roads for the year 1871, compared with those of Central Division in 1870.

	1871.	1870.
Receipts:		
Passengers.....	\$1,275,091 82	\$1,113,147 20
Merchandise.....	1,562,947 54	1,172,870 63
Coal.....	3,900,571 71	1,954,550 56
Mail.....	15,809 90	15,772 40
Express.....	28,429 55	28,786 10
Rents.....	25,516 49	80,900 36
Miscellaneous.....	17,424 59	22,486 87
Car service.....	15,687 59	.....

Total receipts...\$6,841,379 19 \$4,893,514 12

	1871.	1870.
Expenses:		
Running expenses..	\$1,266,095 94	\$799,906 85
Wood consumed....	46,619 75	47,961 66
Coal consumed....	281,817 23	240,117 18
Repairs of road....	896,395 97	405,522 17
Repairs of engines..	150,888 82	216,211 73
Repairs passeng'r cars	68,717 29	39,657 30
Repairs of freight cars	51,605 52	23,150 99
Repairs of coal cars.	235,240 84	40,705 50
Repairs docks, Elizabethport.....	10,503 84	20,262 13
Repairs buildings, bridges, &c.....	178,047 87	175,486 25
Repairs tools and machinery.....	34,639 47	18,875 89
Expense account....	121,323 14	103,811 10
Miscellaneous exp..	71,979 59	105,341 58
Ferry running exp..	88,595 50	106,556 23
Ferry boat repairs..	34,895 67	41,995 62
Car service.....	.....	126,654 68
Exp. Ashley Plains..	68,878 04	.....

Total expenses...\$3,706,144 48 \$2,512,216 64

Balance net earnings...\$3,135,234 71 \$1,881,297 48

The gross receipts per mile run have been as follows: From passenger trains, \$1.09 against \$1.28 in 1870; from merchandise trains, \$1.93 against \$2.04; from coal trains, \$2.55 against \$2.36. The average receipts per mile run from all trains have been \$1.85 against \$1.87 the previous year.

The gross expenses per mile run have been \$1.00 against \$1.07 the previous year.

The following table shows the receipts, expenses and net earnings, from the beginning of the annual reports to the Legislature, to the present time:

	Receipts.	Expenses.	Net Earnings.
1853..	\$349,018	\$197,629	\$151,389 or 43 p.c.
1854..	378,145	197,349	180,796 or 48 "
1855..	393,729	208,856	184,873 or 47 "
1856..	553,479	258,308	295,171 or 53 "
1857..	682,314	340,502	341,812 or 51 "
1858..	836,934	345,614	491,320 or 58 "
1859..	971,702	385,716	585,986 or 61 "
1860..	1,185,848	475,457	810,391 or 60 "
1861..	1,201,895	522,452	679,443 or 57 "
1862..	1,397,586	623,245	774,341 or 56 "
1863..	1,941,976	814,732	1,127,244 or 58 "
1864..	2,537,185	1,231,554	1,305,631 or 51 "
1865..	3,036,390	1,748,434	1,287,956 or 43 "
1866..	3,581,244	1,963,976	1,617,268 or 45 "
1867..	3,850,398	1,878,022	1,972,376 or 44 "
1868..	3,729,412	2,379,192	1,350,220 or 36 "
1869..	4,010,121	2,642,163	1,367,958 or 34 "
1870..	4,393,514	2,512,217	1,881,297 or 43 "
1871..	6,841,379	3,706,144	3,135,235 or 46 "

Tot. \$41,372,269 \$22,431,562 \$18,940,707 or 46 "

FINANCIAL CONDITION.

The balance sheet will be found at the end of the report. The following is a statement of the financial operations during the year:

Credits:

Balance cash January 1st.....	\$5,540 02
Gross earnings Central Division....	4,470,729 74
Gross earnings L. & S. Div., 9 mos.	2,370,649 45
Mortgage bonds of 1890, issued....	1,987,000 00
Lehigh Coal and Nav. Co., Gold Loan of 1897, assumed.....	2,310,000 00
Railroad Car Trust of Philadelphia, assumed.....	498,568 76
Scrip stock, \$5,000,000, received..	1,182,150 00
Accounts receivable, decrease....	411,068 16

\$13,235,706 18

Debts:

Ordinary expenses, both roads....	\$3,706,144 48
First mortgage bonds paid.....	188,000 00
Second " " " " " " " " " " " "	80,000 00
Grading.....	114,758 58
Masonry.....	37,852 09
Railway superstructure.....	213,562 76
Bridge superstructure.....	18,945 66
Land damage.....	69,622 84
Engineering.....	13,127 96
Station houses.....	27,574 87
Engines.....	1,021,063 20
Passenger cars.....	122,572 00
Freight cars.....	462,000 31
Coal cars.....	2,611,923 97
Wilkesbarre Coal and Iron Co. stock	757,600 00
Lehigh Coal and Navigation Co. loan of 1911.....	90,000 00
Lands, material, &c., increase....	697,319 48
Interest account for year, balance.	578,867 52
State taxes for year.....	62,748 05
United States taxes.....	39,350 03
Rent of Lehigh and Susquehanna Railroad.....	775,040 24
Dividends for year, 10 per cent....	1,500,000 00
Balance cash, December 31, 1871..	96,542 09

\$13,235,706 18

The profit and loss account has been credited:

Gross earnings during the year....\$6,841,379 19

It has been debited as follows:

Ordinary expenses....	\$3,706,144 48
Rent of Lehigh and Susquehanna R. R..	775,040 24
Interest account.....	578,867 52
State taxes.....	62,748 05
United States taxes..	39,350 03
Dividend account....	1,500,000 00
Union R. R. Co. stock charged off.....	23,010 90

6,685,161 22

Balance to renewal fund..... \$156,217 97

The cost of the Central Railroad, double tracked, with its ferry houses, ferry boats, coal wharves, station houses, shops, and other appendages, stands at \$11,736,639 19, and that of the equipment of both roads at \$6,891,559 48.

BUSINESS OF THE YEAR.

For the first quarter of the year the coal traffic was almost entirely suspended by the universal strike in the coal regions. When trade recommenced, simultaneously with this company taking possession of the Lehigh and Susquehanna Railroad and branches, under the lease on the 1st of April, a very heavy business at remunerative prices was done for a number of months. The latter part of the year prices fell, under a severe competition among producers and transporters to get large quantities to seaboard. The year closed with very satisfactory results however, the receipts from coal on the Central having slightly exceeded those of the previous year, notwithstanding the fact that the receipts of the previous year had been exceptionally large.

Passenger and merchandise receipts showed also a large increase on the Central Division, while the business of the Lehigh and Susquehanna Division, under the stimulus of passing into hands able and willing to increase its traffic, has largely developed, and shows a healthy growth likely to increase.

The division of the business between the two roads has been as follows:

	Central.	Lehigh & Sus.
Passengers.....	\$1,184,829 42	\$140,262 40
Merchandise.....	1,274,927 06	288,020 48
Coal.....	1,960,026 54	1,940,645 17
Other receipts.....	100,946 72	1,821 40
Total.....	\$4,470,729 74	\$2,370,649 45

CONSTRUCTION.

The graduation and masonry for the third and fourth tracks between Elizabeth and Somerville, generally of an easy character, was carried on during the season, and is now nearly completed, ready for laying the new tracks where required, and correcting the old ones where out of the true line. The new piece of road to straighten the line between Fanwood and Plainfield is progressing very satisfactorily. The right of way for the tangent line between Somerville and Raritan has been purchased, but work has not yet been commenced on it; so also on the Bound Brook part of the line, where the present tracks require raising two feet, and the filling in of the new tracks is heavy, no work has yet been done.

A third coal wharf is building at Port Johnson, and nearly ready for occupation. Another wharf is almost completed at Jersey City, and the adjoining wharf is to have a coal trestle placed on it for city and harbor trade.

Extensive but not expensive improvements have been made at Roselle and Dunellen stations, and neater and more ornamental stations and grounds are not to be found in the country. It is intended by degrees to improve all the stations, on different plans, as required by the extent and nature of the ground, and by the enterprise shown by the inhabitants.

A large and handsome station-house, of iron and brick, has been built at Ferry Street, on the Newark road, and already the effect is visible in the start given to improvements in the neighborhood. The stores on the ground floor at once pay the interest on the cost of the building.

The filling in at Jersey City, partly on the lands of the company and partly on those of the American Dock and Improvement Company, has advanced very satisfactorily. Two connections with Jersey City, by Jersey Avenue and Washington Street, have been filed in, and for use await only the building by Jersey City of the necessary bridges over the Morris Canal, &c. These bridges are understood to be ready for contract.

The bulkheads sunk round the large basin north of the station grounds have been further perfected by additional stone ballast. This basin when completed will be an advantage which Jersey City would not lose for a large sum, and the Dock Company propose to proceed with its construction with the addition of two smaller basins to the north, at right angles with main basin.

STEEL RAILS.

The relaying the road with steel rails is steadily advancing month by month. On the 1st January 45½ miles single track had been relaid, and the rails for 12 more miles were on hand. Orders for 15 miles more were in the course of delivery. On the Lehigh and Susquehanna road over 10 miles were laid. The total will be 6,000 tons. For the present year, in addition to the above, 8,500 tons have been ordered, sufficient to relay 85 miles of road. It is gratifying to add that the steel rails have continued to give perfect satisfaction, and also that the iron rails recently received from our American works, where not composed of re-rolled iron, have been lasting much better and promise much more satisfactory results than those received for a number of years previously. The company will continue to relay with steel until the main tracks are all changed.

COAL LANDS.

In the general competition for sources of coal supply, it became indispensable for the company to place this, their most important branch of traffic, beyond the reach of contingency of any sort. They, therefore, took active steps during

the past year to secure coal lands in their interest, giving the preference to the very best lands, even if higher-priced, and also securing large contiguous blocks rather than scattering their interests. By purchase or lease, through the Lehigh Coal and Navigation Company or otherwise, they own the fee or control the traffic of 21,500 acres of the best coal lands in the Lehigh and Wyoming coal fields, besides 14,000 acres of timber or arable lands under which no coal is as yet known to exist. This statement includes the lands of the Lehigh Coal and Navigation Company, but not those of the Lehigh Valley Railroad Company, or of the Delaware, Lackawanna and Western Railroad Company. With such a body of lands to be certainly relied on, they feel as if they were in no danger, and driven to no particular course which they might not otherwise take.

NEWARK AND NEW YORK RAILROAD.

There is nothing new in the business of this branch, which continues to grow in popular favor. The reduction of grade through Bergen Hill to 30 feet to the mile is advancing satisfactorily.

The branch across the meadows, from the Central road near Elizabethport to the road on the Brill farm, is completed and ready for use. No trains have been run over it during the winter, it being more economical to wait until the frost is out of the ground and surface the road properly before beginning its use. It is expected to give great impetus to the Newark passenger business on the Central Road, as through cars will be run in connection with all the principal trains.

ROAD TO PERTH AMBOY AND LONG BRANCH.

Roads have been chartered extending from the junction of the Newark branch and the Central Road at Elizabethport, directly across a level in expensive country to Perth Amboy; thence by a double track bridge across Raritan Bay to South Amboy, and thence by tangent lines passing through Mattawan and Red Bank to Long Branch. At present these roads are independent of the Central, but they will pass under their control.

The "all rail" distance from New York to Long Branch, will be 45 miles. The country is rich and anxious for an outlet, and the business is expected to be remunerative on its cost, which will be very moderate.

The bridge across Raritan Bay is the only costly structure, and will be constructed in a permanent manner, as it will, in time, become the channel of a large business.

LEHIGH AND SUSQUEHANNA RAILROAD.

This road has been worked, for nine months of the fiscal year, as a division of the Central Road, to the great advantage and profit of both parties. Possession was taken without difficulty or jar of any kind, and the business operations of the road have been eminently satisfactory and harmonious. The construction of the second track between Easton and Allentown, and also at the most important points on the upper part of the road, has been steadily and economically pushed, and many miles will be added during the present season. The new portions of track, like the older, will be laid with steel rails, now under contract; station-houses will be built, sidings and freight-houses provided, moderate rates of toll maintained, and everything possible done to develop and expand the business. The Central policy will as far as possible be extended into Pennsylvania, and already the good effects are visible.

STOCK AND BONDS.

During the year an addition to the capital has been made by the issue of \$5,000,000 scrip stock, on which \$1,182,150 had been paid at the close of the year. When this is all paid in, it will make the capital stock twenty million of dollars. The issue of new bonds, due 1890, is \$4,824,000, while the old bonds outstanding are \$176,000, making together five millions. Of floating debt, as usual, there is little or none.

DIVIDENDS.

A semi annual dividend of four per cent. was made, then a quarterly dividend of two and a half

per cent., and then one of three and a half, to make the dividends of the year up to ten per cent.; at which point of ten per cent. it is expected to maintain them.

CONCLUSION.

There seems little prospect of any check to the prosperity of the road. The country along the line is flourishing greatly. Business is flowing in, and while competition is from time to time threatened, or branches of business withdrawn, new sources of supply are always ready to take the vacant places.

The faithfulness and energy of all the officials, from the General Superintendent and other high officers, downwards, has contributed, is contributing, and will contribute largely to this result.

BALANCE SHEET, JANUARY 1st, 1872.

Railroad.....	\$8,231,072 14
New York station and ferry houses.....	344,556 21
Jersey City station.....	960,297 50
Port Johnston coal station.....	752,910 88
Elizabethport station.....	300,146 10
Station houses, shops and water stations.....	578,610 26
Ferry interest and boats.....	574,046 10
Engines.....	2,214,063 20
Passenger and baggage cars.....	629,572 00
Freight cars.....	778,000 31
Coal cars.....	3,269,923 97
Land accounts.....	\$365,776 89
Coal lands—interest.....	847,600 00
Machinery and miscellaneous property.....	305,930 28
Telegraph.....	12,297 82
	\$1,531,604 49
American Dock and Improvement Co. stock.....	1,500,000 00
Newark and N. Y. R. R. Co. stock.....	750,000 00
Ohairs, spikes, steel and iron rails and ties on hand.....	376,748 05
Materials and fuel on hand.....	331,221 26
Cash and accounts receivable.....	2,077,043 22
	\$25,194,815 69
Capital stock.....	\$15,000,000 00
Scrip stock.....	1,182,150 00
Mortgage bonds of 1890.....	4,824,000 00
Mortgage bonds due 1870 and 1875.....	176,000 00
Lehigh Coal and Navigation Co. loan of 1897 (assumed).....	2,310,000 00
Railroad Car Trust of Philadelphia (assumed).....	498,568 76
Interest on bonds, accrued not yet due.....	164,464 50
Accounts payable.....	873,476 81
Renewal fund.....	166,155 62
	\$25,194,815 69

President.—JOHN TAYLOR JOHNSTON.

Directors.—John Taylor Johnston, John C. Green, Adam Norrie, Sidney Dillon, James Boorman Johnston, New York; Benjamin Williamson, Elizabeth; F. T. Frelinghuysen, Newark; Henry D. Maxwell, Easton, Pa.; Asa Packer, Mauch Chunk, Pa.

Secretary and Treasurer.—SAMUEL KNOX.

Superintendent and Engineer.—R. E. RICKER.

Consulting Engineer.—JAMES MOORE.

RUSSIAN RAILWAYS.

An official Russian report states that the traffic of the Russian railways for 1871 as compared with 1870 shows the subjoined results:—

	1871.	1870.
Passengers.....	18,046,718	14,526,915
Goods (Pieds).....	881,886,155	683,002,573
Gross receipts (roubles). 94 000,000		78,000,000

We add the following figures derived from another source:—

	1871.	1870.
Custom's receipts (roubles). 47,938,490		40,924,755
Bullion imports (rs.).....	5,880,005	1,945,920
Do. exports (rs.).....	16,766,220	22,659,383

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of May, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool....	\$1,869,208	\$948,994
" cotton....	1,505,113	1,718,795
" silk....	2,537,300	1,878,295
" flax....	965,942	935,842
Miscellaneous dry goods..	881,679	679,752

Total entered for consump. \$7,259,242 \$5,956,678

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool....	\$668,878	\$820,186
" cotton....	315,129	441,607
" silk....	480,516	602,048
" flax....	300,547	380,630
Miscellaneous dry goods..	129,758	188,056

Total withdrawn from warehouse.....\$1,894,828 \$2,432,527

Add entered for consump. 7,259,242 5,956,678

Tot. thrown on the market..\$9,154,070 \$8,389,205

ENTERED FOR WAREHOUSING.

	1871.	1870.
Manufactures of wool....	\$882,491	\$1,197,196
" cotton....	482,799	792,734
" silk....	518,531	768,625
" flax....	336,548	784,086
Miscellaneous dry goods..	182,617	322,003

Total entered for wareh'g..\$2,402,986 \$3,864,594

Add entered for consump. 7,259,242 7,956,678

Total entered at the port..\$9,662,228 \$9,821,272

The imports of foreign dry goods at New York for five months from January 1, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool....	\$11,674,889	\$11,935,446
" cotton....	10,773,538	12,022,692
" silk....	14,156,756	13,370,640
" flax....	5,702,650	6,597,288
Miscellaneous dry goods	4,912,628	5,128,351

Total entered for cons'p. \$47,220,461 \$49,054,417

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool....	\$5,066,353	\$6,426,520
" cotton....	2,771,711	3,688,448
" silk....	3,098,264	4,602,160
" flax....	2,783,800	3,082,430
Miscellaneous dry goods..	800,000	918,098

Total withdrawn from warehouse.....\$14,520,128 \$18,717,656

Add entered for consump. 47,220,461 49,054,417

Total thrown on the market.....\$61,740,589 \$67,772,073

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool....	\$5,388,457	\$6,868,488
" cotton....	3,067,643	4,022,366
" silk....	3,196,290	4,969,099
" flax....	2,008,016	3,250,247
Miscellaneous dry goods..	968,739	1,333,245

Total entered warehouse..\$14,624,145 \$20,448,445

Add entered for consump. 47,220,461 49,054,417

Total entered at the port. \$61,844,606 \$69,497,862

The Logansport, Crawfordsville and Southwestern Railway Company of Indiana have leased on extremely favorable terms, and will operate that portion of the Evansville and Crawfordsville Railroad lying between Rockville and Terre Haute, being about twenty-three miles, thus securing as its southwestern terminus this large and important railway centre.

Mobile and Ohio Railroad.

The earnings of this road for the years ending December 31, 1870 and 1871, were as follows:

	1870.	1871.
From freight.....	\$1,760,072 29	\$1,954,217 76
" passengers....	695,224 16	681,460 92
" express.....	54,750 00	54,750 00
" mail.....	49,294 47	49,020 00
	\$2,559,340 92	\$2,739,448 68

Expenses, viz:

Repairs of roadway.	\$535,502 32	\$582,386 10
Repairs of machinery	449,326 10	512,779 48
Conducting transp...	925,180 23	799,002 28

Net earnings.... \$649,332 27 \$845,280 82

Compared with the previous year the gross earnings of 1871 show an increase of \$180,107 76

In the expenditures of the year there is included the sum of \$37,260 48 in the roadway department for construction of the passenger building at Mobile, filling up station grounds and other necessary improvements on the road; and in the machinery department there is charged the sum of \$88,941 89 for the construction of new cars—making together the sum of \$119,202 37. Deducting these items, which have heretofore been charged to construction account, and the actual operating expenses will amount to \$1,774,965 49, and the absolute earnings over operating expenses to the sum of \$964,483 19. The president in his report says:

This is the largest earnings in the history of your company, and would have been increased but for three causes:

1st. The unfortunate break down of the Alabama and Chattanooga Road, which occurred in July, just as it was completed, and deprived us, to a great extent, of the business which we had the right to expect from that connection.

2d. The vigorous opposition between the New Orleans steamers and the New Orleans, Mobile and Texas road, reducing the rates of western freights to Mobile via New Orleans to a point that was unremunerative, and forcing us to retire.

3d. The freshet in May, which derived us of 10 days earnings and involved an expense of thousands of dollars.

It is a source of great satisfaction that since the last meeting we have been able to meet the interest of 2d mortgage bonds, making a full resumption of interest payments on all your securities. Thus the company, after pressing through the terrible ordeal of a four years war, which involved the loss of sixty-five per cent. of the original cost of the enterprise, stands before the world to-day without the taint of commercial dishonor. This should assure you of the inherent strength of the enterprise.

With pleasure we are able to report that the debt due the State of Tennessee has been paid by the substitution of a similar amount of our bonds thereby relieving in the hour of her need a State that generously aided you in the days of her greater prosperity, by a liberal loan of credit.

Negotiations have been made with the Kentucky and Tennessee Railroad Company, by which that company will build their road from a point opposite to the city of Cairo to some point of intert section with your road, and lease it to this company in perpetuity. The early completion of this extension will place you in rail connection with the entire railroad system north of the Ohio River.

The road and machinery is in better order than at any previous time, while its equipment is greater than ever before.

You will require more rolling stock in the autumn to meet the increase of business, and at some few points station houses are needed, for which arrangements are being made.

The sale of lands have been on a restricted scale, and must so continue until the tide of immigration sets Southward, which will sooner or later be the case.

The labyrinth of difficulties surrounding the Alabama and Chattanooga road has hitherto prevented the realization of the benefits to us which were expected, but it is hoped that a satisfactory solution will soon be reached. In the meantime this company is operating a portion of it by consent of the parties in interest.

The competition between the New Orleans steamers and the New Orleans, Mobile and Texas Railroad has ceased, and this connection promises to be one of mutual benefit.

The Cairo and Vincennes road, it is believed, will be completed in the coming autumn; and a narrow gauge road from Cairo to St. Louis is being rapidly built and will probably reach completion during the next winter.

A narrow gauge road is being built extending from Okolona, on your line, to Grenada, on the line of the Mississippi Central road, and the first twenty-eight miles from Okolona is now under contract.

The Selma, Marion and Memphis road, which crosses your road at Okolona and connects again at Columbus, Mississippi, has made but little progress since your last meeting, but we are advised that active operations are soon to be commenced at Okolona looking Southward.

With all connecting lines our relations are harmonious, and it is believed that the policy of friendly relations with all and entangling alliances with none will best subserve your interests.

The gradual increase of mechanical pursuits along the line is tending not only to an increase in your earnings, but is slowly changing the character and course of the traffic, and tending to the equalization of tonnage in opposite directions; this fact will be apparent when it is seen that with a less bulk of cotton the general receipts have been increased.

Complaint is made of us in common with all Southern Roads, that the rates of freight and passage are high. That prices are high as compared with rates on Eastern and Northern Roads, is not denied, but a moments examination of facts will show that they are not only justified, but required by the necessities of the case. Your road traverses for the most part, an undeveloped country, sparsely populated, and utterly prostrated by an exhausting war. The volume of business is necessarily small, and can only be increased but by the gradual development and restoration of the country.

The cost of your road, the expense of keeping it up, and its consequent interest account is the same, whether the business done over it is large or small—thus it will be seen that high prices must obtain, until this condition of things is changed. It is confidently believed that the time is not far distant, when prices can be reduced, and yet do justice to both creditors and stockholders. It will be remembered that the latter have not as yet received one dollar for their investments made long years since, and they cannot for some time to come.

The vexed question for discriminating rates it is argued, are contrary to good faith, and oppressive and disastrous. It would be a source of great satisfaction to all, and to none more than your directors, if this course could be abandoned. But let us examine the question and see the case as it is. Your road passes through an agricultural region, producing an annual crop—the transportation of which, taxes to its utmost capacity during four months in the year, all your rolling stock; while for the other eight months, the larger portion of it must lie idle, so far as local traffic is concerned. What shall be done with it? The work is has done is not sufficient to answer the demands upon your treasury. Shall we refuse to employ it because we cannot use it at regular prices, or shall we make it earn something, and thereby enable us to sustain the enterprise—if the latter course is adopted, we must compete in

price with other routes and modes of transportation—if the former is adopted, the local tariff must be increased above what is now complained of as high and oppressive, inasmuch as that business alone would thus be required to sustain you.

Again, the want of equalization of tonnage as between North and South bound freight, presents another difficulty. The proportions of South bound is at least two tons for one bound North. Now shall we send empty cars North because we cannot get full prices? If the answer is in the affirmative, a higher price must be demanded for South bound freight, as upon it the whole burden of operating is to be levied.

The slow but steady diversity in the pursuits of our people will in time remedy this evil, and thereby harmonize conflicting local interests.

The steady increase in your receipts, which were, in 1868 \$1,850,601 59, in 1869 \$2,115,286 93, in 1870 \$2,559,240 92, and in 1871 \$2,739,448 68, assures us that the country is steadily improving, and that your enterprise is partaking of that improvement. That your prospects for the future are cheering none can doubt.

The road is 472 miles in length, extending from Mobile, Ala., to Columbus, Ky., with branches from Artesia, Miss., to Columbus, Miss., 14½ miles, and from Junction, Miss., to Aberdeen, Miss., 9 miles—making a total of 495½ miles, of which 63 are in Alabama, 293½ in Mississippi, 118½ in Tennessee, and 20½ in Kentucky. The company also operate under lease 21 miles of the Mississippi, Gainesville and Tuscaloosa Railroad—making the total length of road operated 516½ miles.

The company have 116 locomotives. The number of miles run by locomotives was as follows: passenger, 524,122; freight, 638,980; gravel and construction, 218,046; switching, 52,575—total 1,432,823. The earnings per mile of road were: from passengers, \$1,320; freight, \$3,485; mail and express, \$201—total, \$5 006, against \$4,746 19 in 1870. The average earnings per train mile was \$2.32.

The number of passengers carried was 385,300; do., carried one mile, 15,792,459. Tons of freight carried, 383,638; do., carried one mile, 47,006, 987. Bales of cotton transported, 182,854, against 225,165 the previous year. There was a decrease in the receipts at Mobile of 11,076 bales, and in shipments northward of 17,447 bales. The superintendent in his report says:

A survey for the Kentucky and Tennessee Railroad, extending from Columbus to Cairo, was made under the joint direction of the Illinois Central Railroad, and this company. Two lines were run, the first leaving the main line four and a-half miles south of Columbus, and the other passing through the town. Other instrumental examinations are now being made, preparatory to making the final location. The early construction of this road is rendered important by the speedy construction of the Cairo and Vincennes Road, and the Short Line from Cairo to St. Louis. These roads will concentrate a large traffic at Cairo, which will force a Southern connection by rail, and the Mobile and Ohio Railroad should be the first to make it.

The completion of the New Orleans and Texas Railroad to New Orleans, gives this company the opportunity to compete for through Northern and Western business. Until the extension of the Mobile and Montgomery Road to this city, close connections were made with that road, and a large part of the through travel came by this route. On the completion of that road, however, the connections were broken, and travel has gone by other routes. This company must, therefore, decide upon relying entirely upon its local business, or to run a double daily passenger train, at a higher rate of speed than heretofore. The improved condition of the track will justify this, but

it will require five engines, three passenger and three additional baggage cars.

A careful review of the earnings and expenses since the war, shows a steady and gratifying increase in the former, and a great improvement in the condition of the company's property. The fact is now fully established if there ever was any doubt upon the subject that the local business is sufficient to pay the interest on its indebtedness, and to leave a margin for the purchase of additional rolling stock necessary to meet the increased business. Notwithstanding the very short crop of the past year, and the expenditure of \$138,608 for new cars, depots, &c., the loss of business from an extraordinary freshet and the cost of repairing the damage, the net earnings are more than sufficient to pay the interest on the bonded indebtedness.

CONDENSED BALANCE SHEET.

Cost of road and equipment.....	\$17,156,145 31
Gainesville Branch.....	147,016 19
Supplies on hand.....	595,384 26
Interest paid in 1871.....	752,205 72
Balance unclaimed of fund provided for payment of 1871 second mortgage coupons.....	49,090 34
Real estate.....	49,134 03
Due on Aberdeen Branch.....	21,901 11
Due from U. S. Qr. Mr. depart....	148,181 07
Lownes Co., Miss., bonds on hand.	9,000 00
Land Bureau—Amount in hands of Trustees for investment.....	63,250 04
Due from connecting roads and agents.....	59,934 43
Cash balances.....	142,324 40
	\$19,193,566 90
Capital stock.....	\$4,428,036 34
First mortgage bonds.....	9,543,540 00
Second mortgage bonds.....	1,164,134 07
Gainesville Branch bonds.....	53,000 00
Bills payable.....	890,193 22
Unclaimed pay-roll balance.....	24,083 96
Individual balances.....	12,310 39
Auditor's warrants outstanding...	254,904 37
Total sales donated lands (\$229,000 covered by cancelled 1st mort. bonds).....	293,193 24
Sales of station lots.....	7,530 06
Net earnings of 1871.....	845,280 82
Profit and loss.....	1,677,460 43
	\$19,193,566 90

President.—ABRAHAM MURDOCK.

Vice President.—CHARLES E. RUSHING.

Second Vice President.—JOHN J. WALKER.

Directors.—W. P. Halliday, Ills.; Thomas Brown, Ky.; A. S. Humphreys, C. E. Rushing, A. Murdock, Miss.; James Crawford, W. D. Dunn, Charles Walsh, John Reid, Jr., John J. Walker, Francis B. Clark, Robert W. Smith, Ala.; Wm. Butler Duncan, New York.

Secretary & Treasurer.—A. L. WILLOUGHBY.

Chief Eng. & Gen'l Sup't.—L. J. FLEMING.

Louisville and Nashville R. R.

At a recent meeting of the stockholders of this company in Louisville, resolutions were adopted to extend the Lebanon branch to the state line. It was also resolved that the President and Directors be authorized to execute the bonds of this company for \$2,500,000, or £500,000 sterling and to execute a mortgage upon the Memphis, Clarksville and Louisville Railroad, provided, that so much of the proceeds of these mortgage bonds as may be necessary to complete the South and North Alabama Railroad shall be applied to that object.

Since the last annual meeting of the directors, the construction of the South and North Alabama road has been continued, and it is expected to have it finished some time in the month of September next, and under the contract with that company for the construction of the road, the

Louisville and Nashville Company will receive and hold about \$3,600,000 of eight per cent. gold mortgage bonds of said company, endorsed and guaranteed by the State of Alabama. It was resolved that the Louisville and Nashville Company endorse the bonds of the South and North Alabama Railroad Company, and negotiate the same; and that if the latter company should conclude to substitute other bonds of lower rate of interest, the Louisville and Nashville Company should accept the same.

Northern Pacific Railroad.

FAVORABLE REPORT ON THE NORTHERN PACIFIC RAILROAD.

WASHINGTON, June 11.

The Committee on Pacific Railroads of the House made a report yesterday upon the resolution of February 13, to investigate and report upon the actual condition of the Northern Pacific Railroad Company. The statement is voluminous, embracing all the evidence adduced before the committee. The following is a brief synopsis:

There are no charges of any kind whatsoever made against the management of the company, and in order to meet the suggestions made in any communications referred to the committee or any of its members, as well as all questions of a general character, the committee put interrogatories to the Company which were answered under oath. The range of the inquiries was designed to cover the actual condition of the Northern Pacific Railroad Company and to be exhaustive.

The evidence shows that the affairs of the company are in a sound and clean condition. Thus far the road has been constructed by contractors, to whom the work has been let after public competitive bidding. No director, officer or engineer of the company has been in any way pecuniarily interested in the construction contracts or the purchase of material or supplies.

The building of the road has progressed as rapidly as prudent financial management and the permanent interest of the road permitted. The work throughout is shown to be of the best quality. The iron is all of American manufacture, and from American ores.

There will be in operation at the end of this year five hundred and seventeen (517) miles of the main road. Surveys entirely across the continent have developed an excellent route with easy grades and through a country of much average fertility. In addition to the portion already completed there is now under construction and preparing for contract, east and west of the Rocky Mountains, ten hundred and thirty-one (1031) miles of track. Grading is in progress in Dakota and Washington Territories.

The company has examined, platted, appraised and prepared for market, 1,578,890 acres of its lands in Minnesota and Washington Territory, at a cost of one cent per acre, and of these lands applications are on file for the purchase of 140,204 acres.

The company's policy is to sell its lands cheap to actual settlers. The lands are held by trustees as security for bonds sold by the company, and no portion of the grant can be diverted from this purpose.

Four million two hundred and forty-one thousand six hundred dollars worth of capital stock has been issued, and is held by one hundred and seventy-four different shareholders, whose names are given.

The grading, masonry and bridging of the entire line of the Montpelier and Wells River Railroad will be completed, ready for the iron, by the middle of July, with the exception of the two bridges at Montpelier. The work of ironing the road will occupy about two months with a force of forty hands, working night and day. The road will be completed before the opening of the legislature next fall.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (In gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,169	51,831	60,029	81,180	96,828	121,702	174,812	181,297	200,550	212,109	128,166	76,871	1,470,653
1868.....	64,463	86,937	81,396	96,481	106,836	164,729	269,590	251,832	262,770	292,422	285,562	342,743	2,360,787
1869.....	212,604	218,982	291,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,506	467,659	5,670,882
1870.....	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	633,692	7,995,116
1871.....	536,499	485,490	614,447	720,929	892,341	795,176	863,297	1,006,373	993,922	981,006	897,234	672,358	9,437,077
1872.....	684,480	646,487	863,050	961,200	1,221,625								
Chicago and Alton:													
1866.....	280,503	275,283	299,063	258,480	322,278	355,270	335,985	400,251	401,253	357,956	307,919	236,824	3,840,092
1867.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,260	322,638	360,223	323,030	271,247	3,695,153
1868.....	243,787	157,832	235,961	282,165	338,510	342,558	354,244	415,982	408,909	426,752	359,102	300,169	3,892,861
1869.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1870.....	343,182	315,099	358,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	304,851	4,681,663
1871.....	281,109	316,037	342,897	348,039	405,686	408,659	418,709	506,681	497,519	475,608	441,197	404,284	4,849,405
1872.....	353,235	342,369	354,999	358,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,037	5,278,910
1873.....	372,316	329,170	378,021	381,944									
Chicago and Northwestern:													
1863.....						366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864.....						565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865.....						747,942	702,691	767,508	946,707	932,683	754,671	647,842	7,976,490
1866.....						925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867.....						895,712	893,658	888,214	1,003,237	1,448,942	1,541,057	1,211,530	11,632,739
1868.....						1,189,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1869.....						1,231,150	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,555,467
1870.....						1,251,951	1,034,393	1,227,513	1,259,282	1,304,338	1,037,961	773,491	12,203,403
1871.....						1,094,101	952,899	851,846	1,069,337	1,281,574	1,047,318	842,012	10,997,868
1872.....													
Cleveland, Col., Cin. and Indianapolis:													
1866.....	242,205	236,160	242,509	238,435	193,959	203,896	218,347	271,425	287,451	293,296	262,798	230,061	2,918,312
1867.....	204,112	180,840	239,622	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1868.....	203,069	226,897	244,182	241,046	2-0,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1869.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1870.....	327,635	318,626	354,766	366,960									
1871.....													
1872.....													
Illinois Central:													
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.....	571,536	528,972	616,665	516,608	490,573	617,682	578,403	747,469	739,736	641,689	643,887	518,088	7,181,208
1866.....	608,065	606,266	605,466	411,605	569,250	567,679	480,626	578,253	571,348	661,971	558,219	504,066	6,546,741
1867.....	647,120	624,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,932
1868.....	587,443	636,165	444,443	518,500	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,187,629
1869.....	659,138	624,093	709,445	568,282	640,975	778,261	606,228	841,363	979,401	914,406	814,413	696,677	8,823,481
1870.....	623,383	661,789	601,328	555,087	684,539	712,647	627,216	899,052	901,335	903,225	811,708	697,751	8,678,958
1871.....	624,744	629,617	663,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	642,466	627,068	672,176	647,988	636,373								
Marietta and Cincinnati:													
1866.....	90,411	85,447	84,351	81,181	96,388	103,873	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867.....	91,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,433	81,599	98,482	106,461	96,416	96,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869.....	95,617	91,666	108,568	109,526	111,033	118,648	114,496	129,383	140,479	152,869	131,019	109,629	1,390,822
1870.....	90,177	86,275	101,379	106,246	110,213	111,117	111,127	118,407	132,995	153,581	144,023	141,376	1,418,869
1871.....	130,883	126,234	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	132,677	142,408	160,784	145,858	168,717								
Michigan Central:													
1864.....	262,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	365,063	329,105	413,501	476,661	490,691	447,970	328,870	4,520,550
1866.....	282,439	266,796	337,158	343,737	365,106	335,083	324,986	359,646	429,161	493,640	414,604	308,069	4,260,116
1867.....	304,096	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,779	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,315	328,880	415,758	369,236	325,501	321,013	392,432	456,973	511,820	410,826	399,671	4,509,251
1869.....	384,120	320,636	385,627	411,514	403,646	366,623	329,950	535,669	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	384,431	412,030	405,283	363,187	326,891	378,880	457,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,605	441,685	470,703	480,547	427,096	422,616	529,890	628,660	582,802	538,506		
1872.....	506,586												
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	6,683,608
1868.....	369,228	321,203	333,508	436,412	565,715	458,191	423,398	622,682	1,024,045	1,067,464	556,917	468,880	6,517,946
1869.....	450,590	330,400	420,951	460,258	630,844	738,923	586,531	625,547	724,732	1,040,102	801,135	496,567	7,250,099
1870.....	396,171	382,823	577,571	443,132	730,700	755,737	696,434	661,029	808,318	908,133	791,014	529,758	7,420,221
1871.....	396,760	327,431	377,571	483,884	692,567	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,948,056
1872.....	400,985	387,525	426,192	474,188									
Ohio and Mississippi:													
1864.....	250,329	290,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	239,139	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866.....	267,541	246,109	326,236	277,424	283,130	323,925	247,262	305,454	278,701	310,762	302,426	251,613	3,330,583
1867.....	242,793	219,065</											

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BOND

Years ending	Length in eqv. single track	Horses and Dummies	Cars	COMPANIES	Cost of Road and Equipment	Share Capital	Indebtedness		Earnings		Dividends on paid Capital		Value of Shares			COMPANIES	Amount outstanding	Rate	Payable	Principal Payable	Market Price
							Bonded Debt	Floating Debt	Gross	Net	P. c.	Par.	Paid.	Market							
Sept. 30, '70	7.25	94	14	Albany.....N.Y.	156,100	110,300			\$7,061	22,592	5	100	100		Albany:	40,000	7	J. & J.	18	...	
Sept. 30, '70	0.96			Albany st. Freight (B'ton). Mass.	47,765	75,000		1,136	2,654	557		100	100		1st Mortgage						
Oct. 31, '70	3.41	11	4	Allentown.....Pa.	30,118	30,500			12,733	1,886		100	100		Bleeker St. & Fulton Ferry:	604,000	7	J. & J.	1872	...	
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.					480,046		6	100	100		Broadway (Brooklyn):	100,000	7	J. & J.	1881	...	
Sept. 30, '70	32.00	412	53	Bleeker st. & F.F. (N.Y.C.) N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828		100	100		1st Mortgage						
Sept. 30, '70	3.36			Boston and Chelsea.....Mass.	110,000	110,000			4,400	4,004	4	100	100		Broadway and 7th Avenue:	500,000	7	J. & D.	1884	...	
Sept. 30, '70	2.76			Boston & West Roxbury. Mass.	41,000	41,000						100	100		Brooklyn, Bath & Coney I.:	80,000	7	J. & J.	18	...	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100		1st Mortgage						
Sept. 30, '70	16.00	798	112	B'dway & 7th Av. (N.Y.C.) N.Y.	683,894	2,100,000	1,500,000	100,000	707,983	242,248	6	100	100		Brooklyn City:	800,000	7	J. & J.	1882	...	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	50,000	91	35,842	5,514		100	100		Bklyn City, Hun. Pt. & P.P.:	379,000	7	M. & N.	1878	...	
Sept. 30, '70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	115,633	12.0	100	100		1st Mortgage	800,000	7	J. & J.	1890	...	
Sept. 30, '70	24.33	211	49	Brooklyn City, Hun. P. & P.P. N.Y.	685,864	300,000	379,000	30,442	166,965	24,058		100	100		Brooklyn City & Newtown:	200,000	7	J. & J.	1875	...	
Sept. 30, '70	11.00	190	41	Brooklyn City & Newtown. N.Y.	600,000	600,000	400,000	24,048	150,922	23,658		100	100		Brooklyn & Rockaway B'ch:	84,500	7	J. & J.	18	...	
Sept. 30, '70	6.00			B'klyn Flatb. & Coney Isl. N.Y.	106,000	180,000	100,000	(Open Oct. 1, 1870.)				100	100		1st Mortgage						
Sept. 30, '70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000					100	100		Buffalo street:	241,500	7	J. & D.	1881	...	
Sept. 30, '70	4.50			Brooklyn & Rockaway Bk. N.Y.	210,793	145,500	84,500	3,000	34,357	18,241		100	100		Cambridge (Boston):	150,000	6	J. & J.	1883	...	
Sept. 30, '70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	104,622	19,496		100	100		1st Mortgage	628,000	7	J. & J.	1879	...	
Sept. 30, '70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7	100	100		Central Park, N. & E. River:	50,000	7	J. & J.	1874	...	
Sept. 30, '70	27.43			Cambridge (Boston).....Mass.	734,671	727,900	150,000	74			9.0	100	100		1st Mortgage	214,000	7	J. & J.	1873	...	
Sept. 30, '70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000		18,735	5,035		100	100		D. Dock, E. B'dw. & Battery:	700,000	7	J. & J.	18	...	
Sept. 30, '70	7.60	761	141	Cent. P. & E.R. (N.Y.C.) N.Y.	1,629,175	1,068,400	626,000	60,199	618,138	56,485		100	100		1st Mortgage	160,000	7	J. & J.	1873	...	
Oct. 31, '70	7.25	250	250	Citizens' (10th & 11th sts.) (Ph.) Pa.	207,264	192,750			251,773	76,780	36.3	50	191		2d Mortgage	65,000	7	var.	var.	...	
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44		Frankford and Southwark:	187,500	7	J. & J.	1877	...	
Sept. 30, '70	14.53	210	16	Coney Island (Brooklyn).....N.Y.	647,363	500,000	214,000	39,238	147,669	17,414		100	100		1st Mortgage	250,000	7	J. & J.	1877	...	
Sept. 30, '70	22.79	819	109	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,306	8	100	100		Green and Coates (Phila.):	100,000	7	J. & J.	1878	...	
Sept. 30, '70	3.50	12	4	Dunkirk and Fredonia.....N.Y.	42,851	34,825			8,544	4,106	7	100	100		1st Mortgage	90,000	7	J. & J.	18	...	
Sept. 30, '70	11.75			East New York & Jamaica N.Y.	287,698	171,700	82,700	1,619	27,761	4,241		100	100		Grand st. and Newtown:	180,000	7	J. & J.	1877	...	
Oct. 31, '70	1.63	12	3	Easton and S. Easton.....Pa.	25,230	29,562			9,799	2,677	5.0	25	20		1st Mortgage	25,900	7	J. & J.	1874	...	
Sept. 30, '70	18.00	807	161	Elizabeth Avenue (N.Y. City) N.Y.	1,640,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100		Lombard and South st. (Ph.):	62,500	7	J. & J.	1883	...	
Dec. 31, '70	6.00			Elizabeth & Newark.....N.J.	224,749	200,000		24,738	34,936	11,129	5.5	100	100		Lynn and Boston:	50,000	7	J. & J.	1886	...	
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20,296		16,143			50	9		Malden and Melrose (Bin.) Mass.	191,834	191,500				
Sept. 30, '70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000		12,327	2,185		100	100		Medford & Charleat. (Bin.) Mass.	36,000	21,000	4,000			
Sept. 30, '70	9.63	232	64	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,052,479	748,000	216,000		324,800	93,270	10.0	100	100		Merrimac Valley.....Mass.	42,206	50,000		6,174		
Oct. 31, '70	17.04	501	45	Frankford & Southwark (Ph.) Pa.	786,242	491,750	187,500	30,000	384,866	106,039	6.0	50	49	45	Metropolitan (Boston).....Mass.	1,624,594	1,250,000	297,271			
Sept. 30, '70	3.25	26	6	Genesee & Water st. (Syr.) N.Y.	69,354	42,500	12,700		13,503	1,139		100	100		Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557		
Nov. 31, '70	34.25	380	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000		356,759	102,350	19.5	50	15	38	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402		
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,057	170,000	90,000		161,006	37,685	6.0	50	17	44	Ninth Avenue (N.Y. City) N.Y.	476,598	797,320	167,000			
Sept. 30, '70	6.00	90	15	Gr'd st. & Newtown (Bk'n) N.Y.	270,000	170,000	100,000		89,627	8,196	2	100	100		Northampton & Wimb. Mass.	300,000	300,000		3,853		
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.) N.Y.	243,615	150,000	100,000		180,211	32,244	6.0	50	15	47	North Woburn (Boston).....Mass.	24,012	25,000	8,000	3,191		
Sept. 30, '70	10.00	112	24	Harlm. Br. Mor. & B'dham. N.Y.	260,682	114,010	134,000	4,000	74,945	7,894		100	100		Oakland & E. Liberty (Ph.) Pa.	121,097	59,500	17,000	50,163		
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,804	1,240	5,997			25	24		Orange and Newark.....N.J.	897,022	282,555	546,000	76,695		
Sept. 30, '70	3.56	27	9	Hest. Mant. & P'mount (Ph.) Pa.	471,248	306,356	164,400	1,000	262,890	49,315	6.5	50	7	20	Passenger (Chi.).....O.	100,000	100,000				
Oct. 31, '70	5.26	116	17	Kingston and Rondout.....N.Y.	79,835	75,000			22,120	3,252		100	100		Peoples' street (Scranton).....Pa.	134,917	125,500	200,000	25,231		
Sept. 30, '70	3.82	50	9	Lombard and South st. (Ph.) Pa.	168,555	105,000	62,500		100,755	9,201		25	10	30	Philadelphia City (C. & W.) Pa.	450,231	225,000	57,000			
Sept. 30, '70	1.75	239	35	Lowell Horse.....Mass.	49,180	53,530			26,181	2,431		100	100		Philadelphia and Darby.....Pa.	257,000	200,000	50,000			
Sept. 30, '70	3.16			Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.		100	100		Philadelphia & Gray's Ferry. Pa.	289,126	285,307	6,500			
Sept. 30, '70	3.41			Malden and Melrose (Bin.) Mass.	60,246	200,000	45,872		16,740	Loss.		100	100		Phg. Allegheny & Manch. Pa.	144,202	140,000	23,000			
Sept. 30, '70	0.91			Marginal Freight (Boston). Mass.	191,834	191,500		46,454	1,144			100	100		Pittsburg and Birmingham.....Pa.	132,615	100,000	10,600	52,248		
Sept. 30, '70	3.07			Medford & Charleat. (Bin.) Mass.	36,000	21,000	4,000		1,120			100	100		Portland.....Me.	160,300	160,300		600		
Sept. 30, '70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000		6,174	23,375			100	100		Ridge Av. & Manayunk (Ph.) Pa.	182,540	120,500	63,300	10,000		
Sept. 30, '70																					

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.	100	J. & J.	Jan. '72 31	Little Miami*	50	J. & J.	Jan. '72 31	Warren (N. J.)	100	J. & D.	Dec. '71 31
Allegheny Valley	50	J. & J.	July '71 4	Little Schuylkill*	50	J. & J.	Jan. '72 31	Warwick Valley	100	A. & O.	Apr. '72 21
Atlanta and West Point	1,233,200	J. & J.	July '71 4	Long Island	50	M. & S.	Sept. '71 3	West Jersey	100	F. & A.	Feb. '72 4
Atlantic and Gulf	1,691,200	J. & J.	July '71 31	Louisv., Cin. and Lex.	50	J. & J.	July '69 3	Winchester & Potomac*	100	J. & J.	Jan. '72 31
Atlantic and St. Law*	1,000,000	M. & S.	Sept. '71 2	Louisville & Nashville	100	F. & A.	Feb. '72 4	Winchester & Strasburg*	100	J. & J.	Jan. '72 31
Ayon, Genesee & Mt. M.*	100	A. & O.	Apr. '72 11	Louisv., N. Alb. & Ohi.	100	J. & D.	Dec. '70 3	Worcester and Nashua. 76	1,400,555	J. & J.	Jan. '72 31
Baltimore and Ohio	13,151,962	M. & N.	May '72 5	Lowell and Lawrence	100	A. & O.	Apr. '71 3	HORSE-POWER R. R.			
Washington Br.	1,650,000	A. & O.	Apr. '72 5	Lykens Valley	20	F.M.A.N.	May '72 21	Albany City	100	J. & J.	Jan. '72 1
Parkersburg Br. pref.	50	A. & O.	Apr. '72 5	Macon and Western	100	J. & D.	Dec. '71 5	Baltimore City	100	J. & J.	Jan. '72 1
Berkshire*	100	J. & J.	Apr. '72 11	Maine Central	100	M. & N.	May '72 5	Bleeker St. & F. (N.Y.)	100	A. & O.	Apr. '72 4
Blossburg & Corning*	50	J. & D.	Dec. '71 21	Manchester and Law.	100	M. & N.	May '72 5	Boston and Chelsea	100	A. & O.	Apr. '72 4
Boston and Albany	10,664,100	M. & N.	May '72 5	Marletta & Cincinnati	50	M. & S.	Sept. '68 31	Broadway (Brooklyn)	100	J. & J.	Apr. '72 8
Bos., Cin. & Fitchburg pref.	638,200	J. & J.	July '71 3	Marletta & Cincinnati 1st pref.	50	M. & S.	Sept. '68 31	Broadway & 7th Av. (N.Y.)	100	J. & D.	Apr. '70
Agricultural Br. guar.	100	J. & J.	July '71 3	Massachusetts*	50	F. & A.	Feb. '72 3	Brooklyn City & Newt.	100	F.M.A.N.	Nov. '71 3
Best, Ouse & Mont.* pref.	800,000	M. & N.	May '72 3	Massachusetts & Charleston* 25	5,312,725	J. & D.	Jan. '69 3	Brooklyn City & Newt.	100	J. & J.	July '70
Boston and Lowell	2,215,000	J. & J.	Jan. '72 4	Michigan Central	14,665,948	J. & J.	Jan. '72 5	Brooklyn and Jamaica	100	J. & J.	July '71 31
Boston and Maine	6,000,000	M. & N.	May '72 5	Mill Creek & Minehill*	50	J. & J.	Jan. '72 5	Cashwick (Brooklyn)	100	J. & J.	July '71 31
Boston and Providence	3,950,000	M. & N.	May '72 5	Milwaukee and St. Paul	11,822,878	J. & J.	Dec. '70 7	Cambridge	100	A. & O.	Oct. '67 21
Buffalo, N. Y. & Erie*	950,000	J. & D.	Dec. '71 31	Minneapolis & St. Paul pref.	100	January	Jan. '72 4	Can. Park N. & K. Riv.	1,068,400	A. & O.	Oct. '67 21
Burlington and Mo. Riv.	1,380,000	J. & J.	Jan. '72 4	M. Hill & Sennyl. Hav.*	50	J. & J.	Jan. '72 4	Cen. Park N. & K. Riv.	1,068,400	A. & O.	Oct. '67 21
Burlington and Mo. Riv.	1,380,000	J. & J.	Jan. '72 4	Morris and Esq.*	50	J. & D.	Dec. '71 31	Citizens (Phila.)	50	M. & N.	Nov. '71 7
Camden and Amboy*	5,947,800	J. & J.	Apr. '72 21	Nashua and Lowell	100	M. & S.	Feb. '72 5	Citizens (Phila.)	50	M. & N.	Nov. '71 7
Camden and Atlantic	50	J. & J.	Apr. '72 21	Naugatuck	100	F. & A.	Feb. '72 5	Con. Island & Brookl.	100	F.M.A.N.	Nov. '71 2
Cape Cod	50	J. & J.	Apr. '72 21	Nearquon Valley*	50	M. & S.	Mar. '72 6	D. Dock E. B'dw. & Bat.	100	J. & J.	Oct. '71 3
Cape May and Millville*	447,000	J. & D.	Dec. '71 3	Newark and N. York*	100	J. & J.	Mar. '72 6	Elizabeth and Newark	100	M. & N.	Nov. '71 5
Catskill & Poughkeepsie	40,425,000	Novemb.	Nov. '71 6	N. Bedford & Taunton	100	M. & N.	May '72 4	Frank & Southw. (Ph.)	50	J. & J.	Jan. '72 3
Catawba	50	M. & N.	May '72 31	N. Castle & Beaver Val.	100	J. & J.	Aug. '69 12	Germantown (Ph.)	50	J. & J.	Jan. '72 3
Cayuga and Susq.*	884,110	J. & J.	July '71 41	N. Haven & Northamp.	100	J. & J.	Aug. '72 21	Girard College (Ph.)	50	J. & J.	July '71 3
Cedar Rapids & Mo. R.*	6,900,490	M. & N.	May '72 31	New Jersey*	100	J. & J.	Aug. '72 21	Grand St. and Newton	100	J. & J.	July '71 2
Central of Georgia	10,000,000	J. & D.	Dec. '71 5	New London Northern*	100	J. & J.	Jan. '72 4	Green & Coates St. (Ph.)	50	J. & J.	Jan. '72 4
Central of New Jersey	15,000,000	J. & J.	Apr. '72 21	N. Y. Cen. & Hudson R.	44,428,330	A. & O.	Apr. '72 4	Heston, Mantau & Fairm.	2,050,000	J. & J.	Jan. '72 1
Central Ohio	50	J. & D.	June '72 3	New York and Harlem	100	J. & J.	July '72 4	Lomb. & South Sts. (Ph.) 25	105,800	A. & O.	Oct. '71 6
Chemung*	100	J. & J.	Apr. '72 11	N. York & New Haven	100	J. & J.	July '72 4	Lynn and Boston	200,000	J. & J.	Jan. '72 1
Chesapeake and Potomac	100	J. & J.	Apr. '72 11	N. Y. Provid. & Boston	100	J. & J.	July '72 4	Malden and Melrose	200,000	J. & J.	Jan. '72 1
Chicago and Alton	100	M. & S.	Mar. '72 5	Nisg. Bridge & Canand*	100	J. & J.	Apr. '72 21	Metropolitan (Boston)	1,250,000	J. & J.	Jan. '72 5
Chicago and Burlington	100	M. & S.	Mar. '72 5	North Carolina*	100	J. & J.	Apr. '72 21	Middlesex (Boston)	100	A. & O.	Apr. '72 3
Chicago, Iowa & Nebras.*	3,916,330	J. & J.	Jan. '72 5	N. Eastern (N. O.) pref.	111,000	M. & N.	May '67 4	Ninth Avenue (N. Y.)	100	J. & J.	Apr. '72 3
Chicago & N. Western	14,720,959	J. & D.	June '72 5	North Pennsylvania	50	M. & N.	May '72 5	Orange and Newark	100	J. & J.	July '71 3
Chicago & N. Western	14,720,959	J. & D.	June '72 5	Northern Central	50	M. & N.	May '72 5	Philadelphia City	50	J. & J.	July '71 3
Chicago, R. I. & Pacific	10,000,000	J. & J.	Apr. '72 4	Northern New Jersey*	100	J. & J.	June '72 4	Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Norwich & Worcester*	100	F. & A.	Jan. '72 5	Phila. and Grey's Ferry	284,775	J. & J.	Jan. '72 3
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Ogdensb. & L. Champl.*	100	A. & O.	Apr. '72 4	Pbg. Alleg. & Manchester	50	M. & N.	Nov. '69 8
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Ohio and Mississippi	100	J. & D.	June '72 31	Second Avenue (N. Y.)	100	J. & J.	July '71 21
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Oil Cr. & Allegheny R.	50	J. & J.	Apr. '72 21	Second & Third Sts. (Ph.)	50	J. & J.	July '71 2
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Old Colony & Newt.	50	J. & J.	Apr. '72 21	Seventh & 19th streets (Ph.)	50	J. & J.	July '71 2
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Oswego and Syracuse*	100	F. & A.	Feb. '72 4	Sixth Avenue (N. Y.)	1,170,000	F.M.A.N.	Aug. '71 2
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Pacific of Missouri	100	J. & J.	July '72 5	Thirteenth Avenue (N. Y.)	100	J. & J.	July '71 2
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Panama	100	J. & J.	July '72 5	Union (Boston)	100	M. & N.	Nov. '71 4
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Paterson and Hudson*	100	J. & J.	Jan. '72 5	Union (Phila.)	50	J. & J.	Jan. '72 5
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Paterson and Newark*	100	J. & J.	Jan. '72 5	West Philadelphia	50	J. & J.	Jan. '72 7
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Paterson and Ramap.	100	J. & J.	Jan. '72 5	CANALS.			
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Pemb. & Hightstown*	50	J. & J.	Jan. '71 3	Chesapeake & Delaware	50	J. & D.	June '72 3
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Pennsylvania	39,500,000	M. & N.	May '72 5	Chesapeake and Ohio	25	F. & A.	Feb. '72 4
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Peoria & Bureau Val.*	1,200,000	F. & A.	Feb. '72 4	Delaware Division	50	F. & A.	Feb. '72 4
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Philadelphia and Erie*	1,004,300	J. & J.	Feb. '72 4	Delaware and Hudson	15,000,000	F. & A.	Feb. '72 5
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Phil. Ger. & Norristown* 51	1,628,250	M. & S.	June '72 3	Delaware and Raritan*	100	J. & J.	Apr. '72 21
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Philadelphia & Reading	30,401,600	J. & J.	Jan. '72 5	Erie of Pennsylvania	50	J. & J.	May '67 3
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Phila. and Trenton*	1,259,100	J. & J.	Apr. '72 21	Lehigh Coal & Navigat.	50	M. & N.	May '67 3
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Phila., Ft. & Balt.	5,952,650	J. & J.	July '72 4	Monongahela Navigat.	100	J. & J.	July '71 2
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Pittab. W. & Chi.*	19,714,285	J. & J.	Apr. '72 11	Morris (consolidated)	100	F. & A.	Feb. '72 2
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Portland and Kennebec	616,700	J. & J.	Jan. '72 3	Pennsylvania (preferred)	100	F. & A.	Feb. '72 5
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Yarmouth certificates	202,400	A. & O.	Apr. '72 3	Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb. '72 5
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Portl., Saco & Portsm.	1,500,000	J. & J.	Jan. '72 5	Union (preferred)	50	F. & A.	Feb. '72 5
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Providence & Worcester	2,000,000	J. & J.	Jan. '72 5	Union (common)*	50	F. & A.	Feb. '72 5
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Raleigh and Gaston	1,600,000	J. & J.	July '71 6	W. Branch and Susq.	50	J. & J.	Jan. '65
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Roanoke and Saratoga*	6,000,000	A. & O.	Apr. '72 31	MISCELLANEOUS.			
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Roch. & Genesee Val.*	557,500	J. & J.	Jan. '72 3	Adams Express	10,000,000	M. J. S. D.	June '72 2
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Rome, Watert. and Ogd.	2,997,800	J. & J.	Jan. '72 3	American Coal	25	M. & S.	Mar. '72 3
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Rutland*	2,700,000	F. & A.	Feb. '72 31	Am. Merch. Union Exp.	10,000,000	J. & J.	Jan. '72 3
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	St. Croix and Penobscot	100,000	J. & J.	July '71 2	Ashburton Coal	2,500,000	J. & D.	Dec. '66 4
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	St. L. Alt. & T. Haute	2,300,000	J. & J.	May '68 7	Atlantic Mail Steamship	4,000,000	M. J. S. D.	Dec. '67 21
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Saratoga and Schenec.*	300,000	A. & O.	Apr. '72 31	Brunswick City	100,000	J. & D.	Dec. '69 8
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Schuylkill Valley*	576,050	J. & J.	Jan. '72 5	Butler Coal	25	J. & D.	Dec. '69 8
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Seaboard and Roaroke	1,151,400	M. & N.	Nov. '70 4	Canton	100	J. & D.	Dec. '71 4
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Shamokin V. & Pottav.*	889,450	F. & A.	Aug. '71 3	Consolidation (Md.) Coal	10,250,000	J. & D.	Apr. '72 5
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Shore Line*	995,800	J. & J.	Jan. '72 5	Cumberland Coal & Iron	500,000	J. & D.	Dec. '70 3
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	South Branch (N. J.)*	438,300	J. & J.	Jan. '72 3	Maryland Coal	4,400,000	J. & D.	Dec. '70 3
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	South Carolina	5,919,275	F. & A.	Feb. '72 1	Mariposa Gold	100	J. & J.	Dec. '70 3
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	South Western (Ga.)*	3,939,900	F. & A.	Feb. '72 4	" pref.	100	J. & J.	Dec. '70 3
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Staten Island	680,000	J. & J.	July '67 4	" certifi.	100	J. & J.	Dec. '70 3
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Stockbridge and Pitts.*	445,700	M. & N.	Jan. '72 31	Pacific Mail Steamsh. p.	20,000,000	M. J. S. D.	Sep. '69 3
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Stony Brook*	287,300	M. & N.	May '72 3	Pacific and Atlantic Tel. 25	3,000,000	F.M.A.N.	Feb. '72 5
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Summit Branch*	250,000	F. & A.	Feb. '72 3	Pennsylvania Coal	50	F.M.A.N.	Feb. '71 6
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Sussex (N. J.)	317,850	J. & J.	Jan. '72 21	Pullman Palace Car	100	F.M.A.N.	Feb. '71 6
Cin., Ham. & Dayton*	3,500,000	A. & O.	Apr. '72 4	Syr., Bingham. & N. Y.*	1,670,139	J. & J.	Jan. '72 4	Quicksilver, common	1,700,000	J. & J.	Jan. '72

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National Securities June 1, 1873.							* Indicates that no interest is paid.						
Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.				
Loan of June 14, 1859.....registered	5	Jan. & July.	1874	1094	Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890				
.. coupon	6	"	1874	110	.. .. Defense Loan Bonds.....	3,051,398	5	"	1883			
Loan of February 8, 1861.....registered	6	Jan. & July.	1880	1143	.. .. Southern Relief Bonds.....	100,000	6	"	1873			
.. coupon	6	"	1880	1204	Massachusetts—State Scrip.....	324,000	6	Jan. & July.	74-75				
Oregon War Bonds of March 2, 1861.....coupon	6	Jan. & July.	1881	1091	.. .. ..	275,000	5	April & Oct.	73-74			
Loan of July 1, and Aug. 3, 1861.....registered	6	Jan. & July.	1881	1143	.. .. ..	320,000	5	May & Nov.	72-80			
.. coupon	6	"	1881	1204	.. .. ..	133,000	6	June & Dec.	72-77			
Loan of Feb. 25, 1862 (5-20s).....registered	6	May & Nov.	1882	115	.. .. Union Fund Loan of 1861.....	3,000,000	6	Jan. & July.	71-70			
.. coupon	6	"	1882	115	.. .. .. of 1863.....	600,000	5	"	77-78			
Loan of March 3, 1863.....registered	6	Jan. & July.	1881	1143	.. .. Coast Defense Loan.....	888,000	5	"	1883			
.. coupon	6	"	1881	1204	.. .. Bounty Loan of 1863.....	200,000	5	"	1883			
Loan of March 3, 1864 (5-20s).....registered	6	May & Nov.	1884	1144	.. .. .. of 1864.....	4,379,500	5	May & Nov.	1894			
.. coupon	6	May & Nov.	1884	1144	.. .. .. (atg.).....	4,000,744	5	"	1894			
Loan of June 30, 1864 (5-20s).....registered	6	"	1884	1154	.. .. War Loan (cur. 5-20 yr.).....	3,505,000	5	Mar. & Sept.	1886			
.. coupon	6	"	1884	1154	.. .. Western R. R. Loan, (atg.).....	761,816	5	April & Oct.	1871			
Loan of March 3, 1865 (5-20s).....registered	6	May & Nov.	1885	1133	.. .. T. & G. R. R. & Hoonac T. stg.	3,505,580	5	"	86-90			
.. coupon	6	"	1885	1133	.. .. ..	966,500	5	"	91-96			
.. .. 2d series (5-20s).....registered	6	Jan. & July.	1885	1133	.. .. Southern Vermont R. R.....	200,000	5	"	1890			
.. coupon	6	"	1885	117	.. .. Eastern R. R.....	50,000	5	Jan. & July.	1871			
.. .. 8d series (5-20s).....registered	6	Jan. & July.	1887	1123	.. .. Norwich & Worcester.....	400,000	5	"	1877			
.. coupon	6	"	1887	1174	.. .. Bos., Hartf. & Erie (atg.).....	3,509,024	5	"	1900			
.. .. 4th series (5-20s).....registered	6	Jan. & July.	1888	114	.. .. Michigan—Renewal Loan Bonds.....	180,000	5	"	1878			
.. coupon	6	"	1888	1174	.. .. Two Million Loan Bonds.....	1,621,000	6	"	73-83			
Loan of March 3, 1864, (10-40s).....registered	5	Mar. & Sept.	1904	1111	.. .. War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890			
.. coupon	5	"	1904	1123	.. .. Sault St. Marie Canal Bonds.....	86,000	6	Jan. & July.	1879			
Consols of July 14, '70 & Jan. 20, '71.....registered	5	F. M. A. & N.	1881	1133	.. .. Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	77-70			
.. coupon	5	"	1881	1133	.. .. Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872			
Consols registered	4 1/2	F. M. A. & N.	1886		.. .. Railroad Loans Bonds.....	2,275,000	7	"	1883			
.. coupon	4 1/2	"	1886		Mississippi—State Bonds (for banks).....	2,000,000	6	"	41-71				
Consols registered	4 1/2	F. M. A. & N.	1901		.. .. Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883			
.. coupon	4	"	1901		.. .. Interest Bonds of 1868.....	2,727,000	6	"	1888			
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	12	Dem.			.. .. Railroad Loans.....	13,112,000	6	"	74-80			
Navy Pension Fund of July 23, 1868.....(cur.)	14	Irred.			.. .. South Pacific guar.....	1,589,000	7	"	1876			
Certificates of Indebtedness 1870.....(cur.)	4	1875			.. .. Hannibal and St. Joseph.....	3,000,000	7	"	78-87			
Pacific R. R. Bonds.....(currency)	6	Jan. & July.	96-99	1144	Nebraska—(No Debt).....								
U. S. Notes and Fractional Currency.....	mtl.				Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872				
State Securities, latest dates.					New Hampshire—War Loan of July 1, 1861.....	899,200	6	"	71-78				
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	.. .. .. of Sept. 1, 1864.....	600,000	6	Mar. & Sept.	84-89			
.. (extended).....	2,414,800	5	"	83-86	.. .. .. of Oct. 1, 1865.....	1,000,000	6	April & Oct.	71-74			
.. (sterling).....	888,000	6	June 1.	1870	New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	71-74				
.. (extended).....	82,500	6	Jan. & July.	1886	.. .. .. of 1863 (free).....	1,002,900	6	"	86-96			
.. (new).....	712,800	5	"	1886	.. .. .. of 1864.....	583,400	6	"	97-02			
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1890	New York—Bounty Fund Stocks.....	1,478,000	7	"	1877				
.. .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	.. .. Bonds.....	21,089,000	7	"	1877			
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	.. .. General Fund Stocks.....	1,910,082	6	J. A. J. & O.	plena.			
.. .. 1860.....	138,500	7	"	1880	.. .. ..	800,000	6	"	1878			
.. .. Relief Fund Bonds of 1863.....	424,500	7	"	1883	.. .. ..	348,000	5	"	plena.			
.. .. Bounty Fund Bonds of 1864.....	805,000	7	"	1884	.. .. ..	900,000	5	"	1876			
.. .. Central Pacific R. R. Loan of 1865.....	1,500,000	7	"	1885	.. .. Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872			
Connecticut—War Bonds, of 1861, (10-20s).....		6	Jan. & July.	81-82	.. .. ..	6,150,100	6	"	1873			
.. of 1863, (20s).....		6	"	1883	.. .. ..	2,099,000	6	"	1874			
.. of 1864, (10-20s).....	5,927,000	6	April & Oct.	1884	.. .. ..	473,000	6	"	1875			
.. of 1865, (20s) free.....		6	"	1885	.. .. ..	880,000	6	"	1877			
.. (various) registered	867,500	6	Various.	Var.	.. .. ..	1,106,420	5	"	1874			
Florida—State Bonds 1865.....	300,000	6	Jan. & July.	1888	North Carolina—State Bonds for R. R. (old).....	4,788,900	6	Jan. & July.	71-91				
.. .. 1869.....	200,000	6	"	1889	.. .. State Bonds for R. R. (new).....	3,639,400	6	April & Oct.	71-91			
.. .. Railroad Loans \$16,000 per mile.....	1,028,000	6	Various.	71-74	.. .. .. (new).....	2,626,000	6	Jan. & July.	92-96			
Georgia—W. & Atl. R. R. 1841 to 1844.....	273,000	7	Various.	72-74	.. .. Funding &c. Bonds of '65-'68.....	2,800,499	6	April & Oct.	92-96			
.. .. 1842 to 1848.....	800,000	7	Feb. & Aug.	78-86	.. .. Special Tax Bonds.....	1,821,400	6	Jan. & July.	1899			
.. .. Atl. and Gulf R. R. 1858 to 1860.....	3,700,000	7	Jan. & July.	1880	.. .. ..	11,407,900	6	"	1899			
.. .. Bonds (Act March 12, 1865).....	980,698	6	"	1877	Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870				
Illinois—Interest Bonds of 1847.....	134,311	6	"	1877	.. .. ..	1,600,000	6	"	1875			
.. .. Stock of 1857.....	348,000	6	"	Var.	.. .. ..	4,095,329	6	"	1881			
.. .. Refunded Stock Bonds.....	45,000	6	"	1879	.. .. ..	2,400,089	6	"	1886			
.. .. Normal University Bonds.....	103,000	6	Mar. & Sept.	1879	.. .. Union Loan (Columbus).....	396,975	6	May & Nov.	1871			
.. .. Thornton Loan Bonds.....	416,800	6	Jan. & July.	1879	Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	74-84				
.. .. War Loan Bonds.....	204,000	6	May & Nov.	1888	Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	92				
Indiana—State Bonds.....	300,000	7	Jan. & July.	1881	.. .. ..	4,731,300	6	"	1872			
.. .. War Loan Bonds.....	100,875	7	"	83-84	.. .. ..	90,400	5	"	1877			
.. .. military.....	1,059,500	7	"	76-89	.. .. ..	7,890,550	5	"	1877			
Kansas—State Bonds.....	176,000	7	"	1889	.. .. ..	726,950	5	"	1882			
.. .. military.....	913,000	7	April & Oct.	71-72	.. .. Inclined Plane Loan.....	400,000	6	April & Oct.	1879			
.. .. of 1843.....	160,000	6	"	1873	.. .. Military Loan.....	2,790,250	6	Feb. & Aug.	1871			
.. .. military.....	309,300	6	Various.	1895	.. .. State Stocks (old).....	394,000	5	Jan. & July.	1892			
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	.. .. (old).....	6,077,000	5	Feb. & Aug.	77-76			
.. .. State Bonds, general.....	750,000	6	Jan. & July.	1893	.. .. (old).....	112,000	4 1/2	Jan. & July.	1882			
.. .. Railroad Bonds.....	561,000	5	Various.	70-79	Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882				
.. .. Levee Bonds 1865.....	2,052,000	6	Various.	93-06	.. .. .. of 1863.....	788,000	6	Jan. & July.	1893			
.. .. 1867.....	1,000,000	6	Various.	1886	.. .. .. of 1863.....	239,000	6	April & Oct.	1883			
.. .. 1870.....	4,000,000	6	May & Nov.	1907	.. .. .. of 1864.....	841,000	6	Feb. & Aug.	1894			
.. .. Funded Floating Debt.....	997,300	6	Mar. & Sept.	1878	South Carolina—Fire Loan of State 1888.....	303,343	6	Jan. & July.	1870				
.. .. Ship Canal Bonds of 1869.....	3,000,000	6	May & Nov.	1910	.. .. bonds (atg.).....	484,445	5	"	1908			
.. .. Penitentiary Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	.. .. Bitte Ridge R. R. bonds of '54.....	970,000	5	"	74-78			
.. .. N. L. & Tex. R. R. Bonds of 1869.....	500,000	7	"	1909	.. .. State Capital bonds.....	1,997,738	6	"	71-91			
Maine—State Bonds.....	301,000	6	April & Oct.	1909	.. .. Funded Debt of 1866 & coup.....	1,431,700	6	"	87-97			
.. .. War Loan of April 25, 1861.....	800,000	6	Various.	75-78	.. .. Conversion Bonds of 1866.....	1,265,800	6	J. A. J. & O.	1888			
.. .. of Jan. 31, 1863.....(cur.)	526,000	6	Mar. & Sept.	1883	.. .. Funding & Special Bonds '68.....	1,092,150	6	"	1888			
.. .. of Mar. 25, 1863.....(cur.)	476,000	6	Feb. & Aug.	1883	Tennessee—State Bonds proper.....	1,898,640	5 1/2	April & Oct.	Var.				
.. .. of May 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	.. .. ..	239,166	5 1/2	"				
.. .. Municipal War Debt assumed.....(cur.)	3,084,400	6	April & Oct.	1889	.. .. Railroad Loans.....	24,008,500	6	Jan. & July.	long.			
Maryland—Balt. & Ohio R. R. Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	.. .. Railroad Endorsements.....	2,172,000	6	"	78			
.. .. converted.....	445,500	5	"	1880	.. .. Funding Bonds.....	4,000,508	6	"				
.. .. Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	"	1880	Texas—No legal debt.....								
.. .. converted.....	1,687,345	5	"	1880	Vermont—War Loan Bonds.....	1,025,000	6	June & Dec.	71-78				
.. .. of 1894.....	1,403,148	5	"	1870	.. .. Certificates.....	201,000	6	"	71-78			
.. .. Annapolis & Elkridge R. R. Loans.....	429,000	5	"	1880	Virginia—State Stock.....registered	21,617,878	5	Jan. & July.	long.				
.. .. Susq. and Tide-Water Canal Stg.....	773,000	5	"	1880	.. .. Bonds.....coupon	11,108,000	5	"	48			
.. .. converted.....	215,622	5	"	1885	.. .. stg.....	1,865,000	5	"	100			
					.. .. Funding Stock of 1896.....registered	1,672,908	5	"	84			
					.. .. Bonds of 1896.....coupon	1,473,000	5	"				
					.. .. (sterling).....	466,350	5	"				
					West Virginia—Probably a third of the Debt.....	100,000	5	"					
					Wisconsin—War Loan Bonds.....	100,000	5	Jan. & July.	71-80				

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburgh:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B., C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York	1877	96½
Alabama and Georgia:							2d Mortgage.....	380,000	7	May & Nov.	"	1872	....
1st Mortgage, guar. by Ala. & Ga.	10,000pm	8	Jan. & July.	New York.	1891	....	Burlington, Cedar Rapids & Minn.						
Albany and Susq. (D. & H. Canal):							1st Mortgage conv. & skg Pd. gold	20,000pm	7*	May & Nov.	New York.	1910	88½
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	103	Burlington and Missouri River:						
2d Mortgage, 1866.....	2,000,000	7	April & Oct.	"	1885	98	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1878	102
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds.....	1,999,350	8	"	"	1878	....
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	....	Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Albany Valley:							Stock Bonds.....	1,246,800	8	Jan. & July.	"	1889	....
1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1896	98	1st Mort. (Branch) bonds.....	900,000	8	"	"	1894	109
1st Mortgage, Eastern Extension	45,000	7	"	"	....	....	1st Mortgage land grant Inconv.	5,000,020	7	April & Oct.	New York.	1898	94½
Special Bonds to State of Penn.	3,600,000	5	"	"	....	....	Burlington & Mo. Riv. in Neb.:						
American Central (C. B. & Q.):							1st Mort. for \$5,000,000, conv....	3,360,000	8	Jan. & July.	Boston.	1894	402½
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	California Pacific:						
Androscooggin:							1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1889	106
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Camden and Amboy:						
Andros. & Kennebec (Maine C.):							Sterling Bonds, £288,600 @ 4.84..	1,396,824	6*	April & Oct.	London.	1880	....
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Dollar Loan of 1875.....	675,000	6	"	New York.	1876	98
Atchison, Topeka and Santa Fe:							Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	92½
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	82½	Dollar Loan of 1889.....	866,000	6	March & Sept.	"	1889	90½
Atlanta and Richmond Air Line:							Consolidated Loan.....	4,929,200	6	June & Dec.	"	1889	94
1st Mortgage tax free, 1870..gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Atlantic and Great Western:							Dollar (United Co's) Loan.....	154,000	6	"	New York.	1894	....
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....	Camden and Atlantic:						
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	"	'81-'83	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.	1873	96
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	"	1879	60
Atlantic and Gulf:							Camden and Burlington County:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	77	1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Atlantic, Mississippi and Ohio:							Carthage & Burlington (C.B. & Q.):						
1st Mortgage on whole line.....	15,000pm	7	"	New York.	1901	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	95½
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	99½
Atlantic and Pacific:							Cedar Falls and Minnesota (H. C.):						
Land Mort. (500,000 acres).....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86½
1st Mortgage (So. Pacific).....gold	7,200,000	6*	"	"	1888	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"	1907	81
Atlantic and St. Lawrence:							Cedar Rapids & Mo. Riv. (C. & N.W.):						
Portland City Loan (skg fund)...	825,000	6	Various.	B. & N. Y.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'16	89
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central Branch Union Pacific:						
3d Mortgage, sterling.....	885,500	6*	"	London.	1884	....	1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	"	1878	....	2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	"	1895	....
Bald Eagle Valley (Penn. R.R.):							Central of Georgia:						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
2d Mortgage.....	100,000	7	"	"	1884	....	Central of Iowa:						
Baltimore and Ohio:							1st Mort. conv. & tax free..gold	14,000pm	7*	Jan. & July.	New York.	1899	90½
Loan of 1855, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	96½	Central of New Jersey:						
Loan of 1860.....	579,500	6	"	"	1880	97	2d Mortgage.....	176,000	7	May & Nov.	New York.	'70-'75	101
Loan of 1863.....	1,710,500	6	April & Oct.	"	1885	97½	New Loan for \$5,000,000.....	4,824,000	7	Feb. & Aug.	"	1890	106
Loan of 1870.....sterling	3,872,000	6*	March & Sept.	London.	1895	....	Central Ohio (B. & O.):						
Loan of 1863 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	87
Baltimore and Potomac:							Central Pacific of California:						
1st Mort. of '69 for \$5,000,000 g'd	....	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	105
Bangor and Piscataquis:							Subordinate Loan (Int. by State)	1,500,000	7*	"	"	1885	....
1st Mortgage (Bangor) loan....	580,000	6	April & Oct.	Bangor.	1890	....	Convertible bonds.....	1,500,000	7*	"	"	1883	100½
Barclay Coal:							Income bonds.....	10,000,000	....	"	"	....	....
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Christie and Savannah:						
Bay City and East Saginaw:							1st Mortgage guar. by S. Car....	505,000	6	May & Nov.	Charleston.	1870	....
1st Mort. guar. by F. & P. Mfg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charlotte, Columbia & Augusta:						
Bay de Noquet and Marquette:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1876	....	1st Mort. (Col. & Aug. 85 m.)..	371,600	7	"	"	1890	....
Belfast and Moosehead Lake:							1st Mortgage (consol. 195 m.)...	786,000	7	"	"	1896	....
1st Mort. guar. by M.C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....	Chesaw and Darlington:						
Bellefontaine & Ind. (C.C.C. & Ind.):							1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	....
1st Mortgage.....	616,000	7	Jan. & July.	New York.	'70-'95	....	2d Mortgage.....	75,000	7	Jan. & July.	"	1879	....
Bellefonte and Snow Shoe:							Cherry Valley, Sharon & Albany:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
Beloit and Madison (C. & N.W.):							Chesapeake and Ohio:						
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Consol. sink fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1899	94
Belvidere Delaware:							1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	"	1880	....
1st Mortgage (guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....	2d Mort. (" " " " " ")	186,500	6	"	"	1872	....
2d Mortgage (Camden and	492,500	6	March & Sept.	Princeton.	1885	83	3d Mort. (" " " " " ")	901,000	6	"	"	1884	....
3d Mortgage (Amboy.)	745,000	6	Feb. & Aug.	"	1887	83	Income.....	300,000	8	"	"	1876	....
Blue Ridge (S. Car.):							Cheshire:						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80	....
Boston, Clinton and Fitchburg:							Chester Creek:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85½	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
Equalization or consol. bonds...	248,000	6	"	"	'89-'90	90½	Chester & Chicago Br. Junction:						
2d Mortgage of 1869-'70.....	152,500	7	"	"	"	....	1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
Boston, Concord and Montreal:							Chester and Tamaroa:						
1st Mort. (Cone. to Wat. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....	1st Mortgage.....	680,000	7*	May & Nov.	New York.	1901	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....	Chester Valley:						
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	"	"	1870	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
Sinking Fund Mortgage.....	507,000	6	"	"	1889	90	Chicago and Alton:						
Boston, Hartford and Erie:							1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1864	....	2d Mortgage.....	2,400,000	7	Jan. & July.	"	1893	10
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	New York.	1889	44½	2d Mortgage						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Loulev. : 1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	Columbus and Hocking Valley : 1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes: 1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90	2d Mortgage.....	118,000	7	Jan. & July.	" "	1880	....
Chicago, Dubuque & Minnesota: 1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	91½	Columbus, Springfield and Cin.:				New York.	18—	....
Chicago and Illinois Southern: 1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	1st Mortgage for \$1,000,000.....		7				....
Chicago, Iowa and Nebraska: 2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	93	Columbus and Xenia:				New York.	1890	....
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	" "	1892	....	1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
Chicago & Milwaukee (C. & N.W.): 1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	....	Concord and Claremont:				Boston.	Due.	....
1st Mortgage (consol.) 85 m. guar.	1,135,000	7	Jan. & July.	" "	1898	96	1st and 2d Mortgage.....	374,000	6	.....			....
Chicago and Northwestern: Prof. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98	Connecticut and Passumpsic Riv.:				Boston.	1876	92½
Interest (f'ded coup.) b'ds (193m.).	755,000	7	May & Nov.	" "	1883	96½	1st Mortgage skg fund, 1856.....	455,800	6	June & Dec.	" "	1876	99½
1st Mortgage General (193 m.)....	3,588,000	7	Feb. & Aug.	" "	1885	101	Notes payable, coupon tax free.	559,429	7	" "	" "		....
1st Mortgage, Appleton Ext.....	184,000	7	" "	" "	1885	....	Connecticut River:				Boston.	1878	....
1st Mortgage, Green Bay Ext.....	300,000	7	" "	" "	1885	....	1st Mortgage skg fund.....	250,000	6	March & Sept.	" "		....
Equipment Mortgage.....	101,000	7	April & Oct.	" "	1874	94	Connecticut Western:				Hartford.	1900	87
1st Mort. (Gal. & Chic. U. R. R.)....	1,785,000	7	Feb. & Aug.	" "	1882	104½	1st Mortgage.....	81,500	7	.....			....
2d Mort. (Gal. & Chic. U. R. R.)....	948,000	7	May & Nov.	" "	1875	98	Connecting (Philadelphia):				Philadelphia.	1890	88
Miss. Riv. Bridge (" ").....	200,000	7	Jan. & July.	" "	1884	....	1st Mortgage.....	1,000,000	6	March & Sept.	" "		....
1st Mort. (Elgin and State Line)....	135,000	7	" "	" "	1878	....	Contoocook River:				Boston.	18—	....
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	" "	1898	....	1st Mortgage.....	30,000	6	.....			....
Consol. skg fund Mort. (800 m.)....	2,500,000	7	May & Nov.	" "	1915	90	Cooperstown and Susq. Valley:				New York.	1889	....
Equipment Mortgage.....	275,000	10	" "	" "	1871	....	1st Mortgage.....	100,000	7	Jan. & July.	" "		....
1st Mort. (Chic. & Mil. R.R.) 45m.	397,000	7	May & Nov.	" "	1874	....	Coun. Bluffs & St. J. (K. St. J. & C.B.):				New York.	1880	....
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....	1st Mortgage.....	500,000	7	Jan. & July.	" "	1880	....
3d Mort. (" ") 40m.	10,500	7	June & Dec.	" "	1898	....	2d Mortgage.....	150,000	10	" "	" "	1872	....
1st Mort. (Chi. & Mil. R. W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96½	Covington and Lex. (Ky. Cen.):				New York.	1872	....
1st Mort. (Bel. & Mad. R.R.) 46m.	333,000	7	" "	" "	1888	....	1st Mortgage March 1882.....	120,000	7	March & Sept.	" "		....
1st Mort. (Mad. Exten.) 120 m. g'd	3,160,000	7*	April & Oct.	" "	1911	....	2d Mortgage March 1883.....	844,000	7	" "	" "	1883	....
1st Mort. (Men. Exten.) 120 m. g'd	2,700,000	7*	Jan. & July.	" "	1911	....	3d Mortgage June 1885.....	237,000	7	June & Dec.	" "	1886	....
Chicago & Mich. Lake Shore:							Cumberland Coal and Iron:				New York.	1891	....
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	86½	1st Mortgage of March 1866.....	803,500	6	March & Sept.	" "	1886	....
Chicago, Pekin & Southwestern:							2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	" "	1881	....
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	....	1st Mort. (George's Cr.) assumed	93,600	6	June & Dec.	" "		....
Chicago, Rock Island and Pacific:							Cumberland Valley:				Philadelphia.	1904	....
1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	104½	1st Mortgage.....	161,000	8	April & Oct.	" "	1908	....
Chi. & Southwestern (C. R. I. & Pac.):							2d Mortgage.....	109,500	8	" "	" "	1884	....
1st Mort. guar. and tax free gold	5,000,000	7*	May & Nov.	New York.	1889	....	Plain bonds.....	81,800	8	Jan. & July.	" "		....
Chillicothe & Brunswick (N. Mo.):							Danbury and Norwalk.....				New York.	1880	....
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	82	1st Mortgage of 1869.....	100,000	7	Jan. & July.	" "	1890	....
Cincinnati, & Balt. (Mar. & Cin.):							1st Mortgage of 1869.....	200,000	7	" "	" "		....
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	....	Danv., Hazleton & Wilkesbarre:				Philadelphia.	1888	86½
Cincinnati, Hamilton and Dayton:							1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	" "		....
1st Mort. of 1863 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	Davenport and St. Paul:				New York.	1890	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....	1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	" "		....
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	" "	1877	....	Dayton and Michigan:				New York.	1884	....
Cine. and Indiana (C. Laf. & Chi.):							1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	" "	1879	....
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	2d Mortgage.....	642,000	7	March & Sept.	" "	1885	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	1877-81	....	3d Mortgage.....	700,000	7	April & Oct.	" "	1888	....
Cincinnati and Indianapolis Junc.:							Toledo Depot bonds.....	169,500	7	March & Sept.	" "	1871	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	Dayton and Union:				New York.	1879	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....	1st Mortgage, registered.....	149,000	7	March & Sept.	" "	1879	....
1st Mortgage (Newcastle Br.)....	250,000	7	June & Dec.	" "	1884	....	2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
Cincinnati, Lafayette and Chi.:							Income Bonds.....	262,445	6	" "	" "	1879	....
1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	84	Dayton and Western:				New York.	1905	....
Cin. and Martinsville (C. & Laf.):							1st Mortgage.....	275,000	7	Jan. & July.	" "	1906	....
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	1st Mortgage.....	433,000	6	" "	" "		....
Cincinnati, Richmond & Chicago:							Decatur & E. St. Louis (T. W. & W.):				New York.	1890	....
1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	1st Mortgage.....	2,700,000	7	Jan. & July.	" "		....
Cincinnati, Sandusky and Clev.:							Decatur, Sullivan and Mattoon:				New York.	1901	....
1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	84½	1st Mortgage.....	500,000	8	March & Sept.	" "		....
1st Mort. (San. Day. and Cin.)....	998,000	6	Feb. & Aug.	Boston.	1900	79	Delaware:				Philadelphia.	1875	....
1st Mort. (San. City and Ind.)....	350,000	7	March & Sept.	" "	1877	91½	1st Mortgage.....	500,000	6	Jan. & July.	" "	1876	....
Cincinnati and Zanesville:							Delaware State Loan.....	170,000	6	" "	" "	1875	....
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	Guaranteed Bonds.....	100,000	6	" "	" "	1880	....
Clev. Col. and Cinc. (C. C. & I.):							Exten. (Seaf. to Delmar) bonds.....	100,000	6	" "	" "		....
1st Mortgage \$25,000 a year.....	323,000	7	June & Dec.	New York.	1871-84	....	Delaware, Lackawanna & Western:				New York.	1871	....
Clev. Col., Cin. & Indianapolis:							1st Mort. (Lack. & Western).....	584,000	7	Jan. & July.	" "	1875	100½
1st Mortgage sinking fund.....	2,064,000	7	May & Nov.	New York.	1899	101	1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	" "	1881	98
1st Mort. (C., C. and C. R. R.)....	323,000	7	June & Dec.	" "	1871-84	....	2d Mort. (General).....	1,633,000	7	March & Sept.	" "		....
1st Mort. (Bell. and Ind. R. R.)....	616,000	7	Jan. & July.	" "	1870-95	....	Denver Pacific:				New York.	1897	....
Cleveland and Mahoning:							1st Mortgage (Land grant).....gold	2,500,000	7*	May & Nov.	" "		....
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	Des Moines Valley:				New York.	1877	....
3d Mortgage sinking fund.....	654,500	8	March & Sept.	" "	1876	....	1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	" "	1880	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	" "	1881	....	1st Mortgage Land grant.....	4,690,000	8	" "	" "	1884	....
Clev., Mt. Vernon and Delaware:							Income Bonds.....	462,000	7	Jan. & July.	" "		....
1st Mort. for \$1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....	Detroit, Hillsdale and Indiana:				New York.	1890	86½
Clev., Painesv. & Ash. (L. Shore):							1st Mort. (16,000 p. m.)....guar.	1,080,000	8	June & Dec.	" "		....
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....	Detroit, Lansing & L. Michigan:				New York.	1890	....
2d Mortgage (registered).....	1,000,000	7	" "	" "	1880	99½	1st Mortgage.....	3,000,000	8	May & Nov.	" "	1890	....
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	96	1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
Cleveland and Pittsburg:							2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	99½	Detroit and Milwaukee:				New York.	1875	....
3d Mortgage.....	1,358,000	7	May & Nov.	" "	1875	93	1st Mortgage, convertible.....	2,500,000	7	May & Nov.	" "	1875	....
4th Mortgage.....	1,104,844	6	Jan. & July.	" "	1892	87½	2d Mortgage.....	1,000,000	8	" "	" "	1875	....
Consol. skg f'd Mort. \$5,000,000....	628,000	7	May & Nov.	" "	1900	95	1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	....
Cleveland & Toledo (L. S. & M. So.):							2d Mortgage Funded Coupons.....	377,115	7	May &			

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.):						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	93	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (construction).....	600,000	7	"	"	1894	....	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	"	1888	103 1/2
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888	....	Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car.....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Mortgage not guaranteed.....	376,768	7	"	"	'81-'86	....
East Brandywine & Waynesburg:							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	....
2d Mortgage.....	35,000	8	"	"	1873	....	Hackensack & New York (Krie):						
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	95	Hackensack & N. York Ext. (Erie):						
East Tenn. & Georgia (E.T.V. & G.):							1st Mortgage of May 1, 1869.....	129,100	7	May & Nov.	New York.	1889	....
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880	94	Hannibal and Naples:						
Interest bonds (funded coupons)	136,400	7	"	"	1876	....	1st Mortgage of Nov. 1, 1868.....	675,000	7	May & Nov.	New York.	1898	91
East Tennessee, Virginia & Ga:							Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage, consol. skg fund..	3,500,000	7	Jan. & July.	New York.	1900	95	1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890	88 1/2
Eastern Mass:							Hannibal and St. Joseph:						
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....	Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871	94 1/2
Loan of 1862, sterling.....	383,000	6	Jan. & July.	London.	1872	....	Mo. State Loan, 1855.....	1,500,000	6	"	"	1885	....
Loan 1854, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	98 1/2	Six years Mortgage bonds.....	69,000	10	"	"	1872	....
Loan of 1865.....	160,000	6	April & Oct.	"	1885	98 1/2	Three years' notes.....	810,000	8	"	"	1873	....
Loan of 1868.....	1,000,000	6	March & Sept.	"	1888	....	Five years' notes.....	1,024,300	8	"	"	1875	....
Loan of 1869.....	500,000	6	May & Nov.	"	1889	94 1/2	Fifteen years' bonds.....	1,099,500	8	March & Sept.	"	1885	92 1/2
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	"	1876	90	1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	"	1892	104 1/2
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam.R.R.)	1,200,000	10	Jan. & July.	"	1892	104 1/2
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	55	Land Mortgage.....	1,503,700	7	April & Oct.	"	1888	100 1/2
2d Mortgage.....	180,000	6	April & Oct.	"	1886	....	Convertible Mortgage.....	6,000	7	Jan. & July.	"	1888	....
Elizabethtown and Paducah:							Hamover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	....
Elmira and Williamsport (N. Cen.):							Harlem Extension:						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	95 1/2	1st Mortgage of Jan. 1, 1870.....	4,000,000	7	Jan. & July.	New York.	1890	....
Income Mortgage.....	570,000	6	May & Nov.	"	1872	60 1/2	Harrisburg & Lancaster (Pa.R.R.):						
Real Estate (Elmira) bond.....	50,000	7	"	"	....	....	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	92 1/2
Erie Railway:							Hartford and New Haven:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1871	100 1/2	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	99 1/2	Hartford, Providence and Fishkill:						
3d Mortgage.....	6,000,000	7	"	"	1883	100	1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880	94 1/2	1st Mort. (Connecticut 95.04 m.)	1,574,500	7	"	Hartford.	1876	....
5th Mortgage convertible.....	926,500	7	June & Dec.	"	1888	96 1/2	Hastings and Dakota:						
Buffalo Branch 1st mortgage.....	186,400	7	Jan. & July.	"	1891	....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	....
Sterling Loan (\$1,000,000) conv.	4,544,400	6	March & Sept.	London.	1875	....	Hempfield:						
Erie and Pittsburg (Penn.):							1st Mortgage (part collateral)...	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	....	Housatonic:						
2d Mortgage.....	153,000	7	March & Sept.	"	1890	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1893	....	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1888	....
European & North American:							3d Mortgage of 1869.....	50,000	7	April & Oct.	"	1889	....
B'gor L'n 1st on 65m. & 2d on 45m.	1,000,000	6	Jan. & July.	N. Y. & Lond.	1898	....	Houston and Texas Central:						
1st m. R.R. & L'd B to Win. 45 m	2,000,000	6	"	"	1899	....	1st Mortgage L.G. skg fund, gold	3,400,000	7	Jan. & July.	New York.	1891	....
Knoxville and Crawfordville:							Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage (Ev. & Ill. R.R.).....	350,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage (Ev. & Chi. R.R.).....	740,000	7	May & Nov.	"	1889	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	100 1/2
1st Mort (Rockville Extension).....	150,000	7	Feb. & Aug.	"	1881	....	3d Mortgage.....	180,000	7	May & Nov.	"	1875	101 1/2
Consolidated Mortgage.....	....	7	Jan. & July.	"	1889	....	Huntington and Broad Top Mt.:						
Evansville, Henderson & Nashv.:							1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	101 1/2
1st Mortgage of July 1, 1887.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage.....	267,500	7	Feb. & Aug.	"	1873	86
Fall River, Warren & Providence:							1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	"	1896	48 1/2
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	....	Illinois Central:						
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,090,000	7	April & Oct.	New York.	1875	104 1/2
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	....	1st Mortgage Construction.....	332,000	6	"	"	1875	....
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	"	"	1890	....
1st Mortgage L. G., 1st mort.....	287,000	7	May & Nov.	New York.	1880	....	Redemption, sterling.....	2,500,000	6	"	London.	1890	....
1st Mortgage L. G., 2d mort.....	319,000	7	Jan. & July.	"	1887	....	Illinois & South. Iowa (T.W. & W.):						
1st Mortgage L. G., 3d mort.....	1,200,000	8	March & Sept.	"	1888	....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	90
F. & Holly R.R. b'ds (\$25,000 a yr)	500,000	10	May & Nov.	"	1888	....	Indiana and Illinois Central:						
Flushing & North Side (L. I.):							1st Mortgage.....gold	2,750,000	7	Jan. & July.	N.Y. & Lond.	1900	....
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	....	Indianapolis, Blooming. & West:						
Fonda, Johnston & Gloverville:							1st Mortgage, conv.....gold	5,000,000	7	April & Oct.	New York.	1909	....
1st Mortgage.....	300,000	7	"	"	1889	....	2d Mortgage.....	1,500,000	8	"	"	1890	....
Ft. W., Jackson & Sag. (Mich. C.):							Indianapolis, Cin. and Lafayette:						
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
Ft. W., Muncie & Cin. (F.W.J. & S.):							1st Mortgage (L. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	"	1897	....
1st Mortgage guaranteed.....gold	1,800,000	7	Jan. & July.	New York.	1889	....	1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	"	1899	68 1/2
Galena & Chic. Union (C. & N.W.):							1st Mortgage (Cin. and Ind.).....	600,000	7	"	"	1893	....
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	105	2d Mort. (C. & L.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	"	'77-'78	....
2d Mortgage.....	985,000	7	May & Nov.	"	1875	98	Indianapolis, Crawfordsv. & Danv.:						
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	"	1884	....	1st Mortgage.....gold	1,500,000	7	Jan. & July.	New York.	1888	....
Georgia:							Indianapolis & Madison (J.M. & L.):						
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-'86	....	1st Mortgage of May 1, 1862.....	397,000	7	May & Nov.	New York.	1882	....
Goshen and Deckertown (Erie):							Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	....	1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	....
Hr. Rapids & Indiana (P.F.W. & C.):							2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	"	1889	....
1st Mortgage guar half yr.....gold	4,000,000	7	Jan. & July.	New York.	1899	....	Ionia & Lansing (D.L. & L. Mich.):						
1st Mortgage half year.....gold	4,000,000	7	April & Oct.	"	1899	....	1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	....
Grand Trunk (Ca.):							2d Mortgage assumed.....	300,000	8	May & Nov.	"	1880	....
1st Preference Bonds £1,708,325.	13,516,625	5	Jan. & July.	London.	....	....	Iowa Falls & Sioux City (Ill. Cen.):						
2d Preference Bonds £1,610,264.	8,061,320	4	"	"	....	....	1st Mortgage of April 1, 1869.....	2,960,000	7	April & Oct.	New York.	1899	79 1/2
3d Preference Bonds £758,510.	3,792,550	4	"	"									

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indian.:							Lehigh Valley:						
1st Mortgage of Oct. 1, 1886.....	\$2,107,000	7	April & Oct.	New York.	1906	....	1st Mort. of 1888.....	\$963,000	6	April & Oct.	Philadelphia.	1872	99 1/2
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	"	"	1910	....	1st Mort. of 1868 (coup. & reg.) free	3,343,000	6	June & Dec.	"	1898	97 1/2
1st Mortgage (Ind. & Mad. guar.)	397,000	7	May & Nov.	"	1882	....	1st Mort. of 70 (reg.) for \$8,000,000	1,050,000	7	Feb. & Aug.	"	1900	105 1/2
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	"	1873	....	1st Mort. (Hazleton R.R.) of 1862	182,000	6	April & Oct.	"	1872	....
Louisville Loan (Jefferson R.R.)	74,000	6	"	"	1882	....	Lewey's Island (S. C. & P.):						
Joliet and Chicago (C. & Alton):							1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
1st Mortgage ex fund guar.....	410,000	8	Jan. & July.	New York.	1882	100 1/2	Little Miami & Colum. & Xenia:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1890	....
Junction (Cin. & Indianapolis):							1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (D. & Western).....	275,000	7	Jan. & July.	"	1905	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	1st Mortgage (C. B. & St. Jo. 52 m.)	433,000	6	"	"	1905	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	"	1884	....	Little Rock and Fort Smith:						
Junction, Philadelphia:							1st Mortgage for \$3,500,000 gold	6	Jan. & July.	Boston	1899	30 1/2	
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Little Rock, Pine Bluff & N. O.:						
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91 1/2	1st Mortgage.....	7	"	New York.	1889	....
Junction and Breakwater:							Little Schuylkill (P. & Rdg.):						
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Kalam. Alleg. & Gr. R. (L.S. & M.S.):							Logansport, Crawf. & S'wstn Ind.: 1st Mortgage.....	1,500,000	8	J. A. J. O.	New York.	1890	....
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	92 1/2	Long Branch and Sea Shore:						
Kalamazoo, & S. Haven (M. Cen.):							1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
1st Mortgage, guaranteed.....	640,000	8	May & Nov.	New York.	1889	104 1/2	Long Island:						
Kalam. & Three Riv. (L.S. & M.S.):							1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	....
Kalam. & W. Pigeon (L.S. & M.S.):							1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....	General Mortgage of 1869.....	775,000	8	"	"	1899	....
Kansas City and Santa Fe:							Louisville & Miss. Riv. (Ch. & Al):						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....	1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Kan. City, St. Jo. & Coun. Bluffs:							Louisville, Cin. & Lexington:						
1st Mortgage (consolid.) 264 m.....	687,000	8	March & Sept.	N.Y. & Bos'n.	1890	....	1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	"	1880	....	2d Mortgage (general).....	1,000,000	8	April & Oct.	"	19 1/2	....
2d Mort. (C. B. & St. Jo. 52 m.)	150,000	10	"	"	1872	....	1st Mort. (Lo. & Frankfort Br.)	82,000	6	Jan. & July.	"	71-80	....
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	"	1892	97	Louis. Loan (C. B. & St. Jo. 52 m.)	100,000	6	"	"	1881	....
2d Mort. (C. B. & St. Jo. 80 m.)	539,500	8	June & Dec.	"	1874	91	1st Mort. (Lex. & Frankfort)...	25,000	6	"	"	1874	....
1st Mort. (Mo. Valley 61 m.).....	1,500,000	7	Feb. & Aug.	New York.	1893	....	Louisville and Nashville:						
1st Mort. (C. B. & St. Jo. 52 m.)	1,500,000	7	"	"	1893	....	1st Mortgage (Main Stem) 1868.	1,285,000	7	Jan. & July.	New York.	1877	....
Kansas Pacific (U. Pac. E. D.):							Louisville Loan (Main Stem).....	849,000	6	April & Oct.	"	86-87	....
1st Mort. on R.R. 140 m.....gold	2,240,000	6	Feb. & Aug.	New York.	1895	....	Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	"	1887	....
1st Mort. on R.R. 254 m.....gold	4,063,000	6	June & Dec.	"	1896	....	1st Mortgage (Memphis Br.).....	197,000	7	"	"	71-75	....
1st Mort. on Branch 34 m.....gold	600,000	7	May & Nov.	"	1896	....	1st Mortgage (Bardonia Br.).....	1,000	7	Jan. & July.	"	1870	....
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	"	1917-76	....	1st Mort. (Lebanon Br. Ext.).....	88,000	7	May & Nov.	"	80-85	....
1st M. on R.R. 245 m. & 3,000,000 a	6,500,000	7	May & Nov.	"	1899	....	Louisville Loan (Leb. Br. Ext.)	333,000	6	April & Oct.	"	1893	....
1st M. on lands E. of 380th m. gold	2,000,000	6	Jan. & July.	"	1880	....	Consolid. mort. of April 1, 1868.	5,500,000	7	"	"	1898	....
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	"	"	195-97	....	Lowell & Lawrence (B. & L.):						
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	"	1916	....	1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Keat County (Del.):							Macon and Brunswick:						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....	1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-90	....
Kentucky Central (Cov. & Lex.):							2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"	1889	....
1st Mortgage March 1882.....	123,000	7	March & Sept.	New York.	1872	....	3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	"	1890	....
2d Mortgage March 1868.....	844,000	7	"	"	1883	....	Equipment Mortgage.....	150,000	7	"	"	1890	....
3d Mortgage June 1866.....	237,000	7	June & Dec.	"	1886	....	Macon and Western:						
Keokuk, Iowa City and Minn.:							1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....	Madison and Portage:						
2d Mortgage.....	5,000pm	7	"	"	1891	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1875	....
Keokuk and St. Paul (C.B. & Q.):							Maine Central:						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95	Loan of 1869-71 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	90-91	....
Lackawanna and Bloomsburg:							Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	"	1898	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Mort. (Ext.) for \$500,000.....gold	112,000	6	April & Oct.	"	1900	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	1st Mort. (B.to P. & Ken. exch. 7s	577,000	6	"	"	1872	....
1st Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	....	2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....	Mansfield & Framing. (B.C. & F.):						
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90 1/2
La C. Trempealeau & Pres. (C. & N.W.):							Marietta and Cincinnati:						
1st Mortgage, guaranteed.....	800,000	7	"	New York.	....	....	1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
Lafayette, Bloomington & Miss.:							1st Mortgage Dollar.....	2,454,528	7	"	Baltimore.	1891	....
1st Mortgage.....	1,300,000	7	"	New York.	88 1/2	....	2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	89 1/2
Lafayette, Muncie & Blooming.:							3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	"	1890	84 1/2
1st Mortgage.....	1,500,000	8	"	New York.	....	....	1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Lake Erie and Louisville:							Baltimore Loan to Union R. R.	20,000	7	"	Baltimore.	....	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....	Marietta and Pittsburg:						
Lake Shore & Michigan So.:							1st Mort. of Aug. 1, 1880.....gold	14,000pm	7	Feb. & Aug.	Philadelphia.	1895	....
Sunbury B'ds (CP & ARR 95 1/4 m)	500,000	7	Jan. & July.	New York.	1874	....	Marquette and Ontonagon:						
Regis. Bonds (C. B. & St. Jo. 52 m.)	1,000,000	7	"	"	1880	....	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
3d Mortgage (C. B. & St. Jo. 52 m.)	1,000,000	7	April & Oct.	"	1892	....	Maryland and Delaware:						
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	"	"	1899	96 1/2	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50 1/2
S. Fund Bonds (L.S. & M.S. 0.13 m)	1,800,000	7	"	"	1879	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Consol. M. reg. (C. B. & St. Jo. 52 m.)	3,699,000	7	J. A. J. & O.	"	1900	101	Memphis and Charleston:						
Consol. M. coup. (C. B. & St. Jo. 52 m.)	1,334,000	7	Jan. & July.	"	1900	....	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
1st Mort. (M.S. & N. In. R.R. 52 1/2 m)	5,255,000	7	May & Nov.	"	1885	102	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
2d Mort. (C. B. & St. Jo. 52 m.)	2,695,000	7	"	"	1877	98 1/2	Tenn. Loan.....	1,864,387	6	"	"	1890	....
1st Mort. (June R.R. 494 m.)...	115,000	7	June & Dec.	"	1872	....	Memphis and Little Rock:						
S. Fund (Clev. & Tol. R.R. 162 1/4 m)	2,014,000	7	Jan. & July.	"	1885	....	1st Mort. (R.R. & 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
M. of 666 (C. B. & St. Jo. 52 m.)	864,000	7	April & Oct.	"	1886	....	Ark. State Loan.....	900,000	7	Jan. & July.	"	1890	58
Mort. Bonds (Buff. & E.R.R. 88 m)	....	7	June & Dec.	"	1870	....	Memphis and St. Louis:						
Mort. Bonds (C. B. & St. Jo. 52 m.)	100,000	7	May & Nov.	"	1873	....	1st Mort. (R.R. & 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Mort. Bonds (C. B. & St. Jo. 52 m.)	200,000	7	Jan. & July.	"	1882	....	Michigan Air Line (Mich. Cen.):						
Mort. Bonds (C. B. & St. Jo. 52 m.)	300,000	7	March & Sept.	"	1886	....	1st Mortgage, guaranteed.....	1,960,000	8	Jan. & July.	Boston.	1890	109 1/2
Mort. Bonds (C. B. & St. Jo. 52 m.)	3,000,000	7	April & Oct.	"	1890	....	Michigan Central:						
1st Mort. (D.M. & Tol. R.R. 65 m.)	924,000	7	Feb. & Aug.	"	1876	98 1/2	1st Mortgage, sterling conv.....	467,489	6	Jan. & July.	London.	1872	....
1st Mort. (Kal. & W.P. R.R. 37 m)	400,000	7	Jan. & July.	"	1890	1st Mortgage, convertible.....	563,0,					

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$800,000	7	Jan. & July.	New York.	1891	....
Mifflin & Centre Co. (Pa. R. R.):							Newark, Somerset & Stratsville:						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C&NW):							New Bedford and Taunton:						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
2d Mortgage, ".....	10,500	7	Jan. & Dec.	"	1898	....	New Brunswick and Canada:						
Mill. & Prairie du Chien (M&StP):							1st Mortgage, Sterling £200,000.....	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg & New York (Erie):						
2d Mortgage, (").....	1,315,000	7.3	"	"	1898	....	1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canada:						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	95	1st Mortgage.....	75,156	7	April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer).....	791,500	8	May & Nov.	"	1874	....	Newcastle and Beaver Valley:						
1st Mort. (Iowa and Minn. Div.).....	3,793,000	7	Jan. & July.	"	1897	91	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.).....	207,000	7	"	"	"	....	New Haven and Darby:						
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	"	....	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven.	1888	....
1st Mortgage (P. du C. Div.).....	3,674,000	8	Feb. & Aug.	"	1898	108	New H., Middle'n & Willman:						
2d Mortgage (P. du C. Div.).....	1,315,000	7.3	"	"	1898	98	1st Mort. for \$3,000,000, tax free.....	2,200,000	7	May & Nov.	New Haven.	1880	....
2d Mortgage 370 miles.....	1,191,000	7	April & Oct.	"	1884	85	2d Mortgage for \$1,500,000.....	6	Jan. & July.	"	1891	....
Income Mortgage.....	20,000	7	Jan. & July.	"	1873	....	New H. & Northampton (Canal):						
Milwaukee City Loan.....	233,000	7	March & Sept.	"	1873	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Milwaukee and Western bonds.....	234,000	7	Jan. & July.	"	1891	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Real Estate Purchase.....	148,500	7	various.	"	"	....	New Jersey (Pennsylvania):						
Incumbrances assumed.....	33,839	7	"	"	"	....	1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
Mineral Point:							2d Loan.....	450,000	6	"	"	1878	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	3d (State Loan).....	100,000	6	"	"	1887	....
Minnesota and North Western:							New Jersey Midland (N.Y. & O.):						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
Mississippi Central:							2d Mortgage.....currency	400,000	7	"	"	1891	....
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....	New Jersey Southern:						
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	"	1876	....	1st Mortgage of Sept. 19, 1869.....	2,000,000	7	May & Nov.	New York.	1889	81
1st Mort. (Miss. Cen. & Tenn.).....	25,000	6	April & Oct.	"	1863	....	1st Mortgage (Tom's Riv. Br.).....	120,000	6	Feb. & Aug.	"	1890	....
Tennessee Loan bonds.....	1,278,980	6	Jan. & July.	"	1892	....	New Jersey West Line:						
Mississippi, Ouachita & Red Riv.:							1st Mort. for \$3,000,000.....gold	7*	May & Nov.	New York.	1900	....
1st Mortgage.....gold	12,000pm	7*	"	"	1900	....	New London Northern:						
Land Mort. (257,000 acres).....gold	1,000,000	7*	"	"	1900	....	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
Arkansas State Loan.....	10,000pm	7	"	"	1900	48	1st Mortgage, Extended.....	370,000	7	March & Sept.	"	1885	....
Mississippi and Tennessee:							Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
1st Mortgage of April 1, 1856.....	600,000	7	April & Oct.	New York.	1876	....	New O. Baton-Rouge & Vicksb'g:						
Consolidated Mortgage of 1866.....	1,179,500	8	March & Sept.	"	'61-'93	....	1st Mortgage.....gold	12,500pm	8*	"	"	1910	....
Mississippi River:							2d Mort. endor. by Louis.....gold	12,500pm	8*	"	"	1910	....
1st Mortgage.....	17,000pm	7	"	"	"	....	N. Orleans, Jackson & Gt. North.....						
Mississippi, Iowa & Nebraska:							1st Mortgage of July 1, 1856.....gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
1st Mort. of June 1, 1870.....gold	.....	7*	June & Dec.	New York.	1910	....	2d Mortgage of Oct. 1, 1860.....gold	1,500,000	8*	April & Oct.	New York.	1890	....
Missouri, Kansas and Texas:							Income Mortgage of 1870.....gold	2,000,000	7*	"	"	1890	....
1st M. RR. & land (U.P.S. Br.).....	4,145,000	6	Jan. & July.	New York.	1889	....	City Extension Mort.....gold	1,000,000	7*	"	"	1890	....
1st M. (Tebo & Nesho) S.F. ....gold	2,000,000	7*	June & Dec.	"	1903	....	New Orleans, Mobile and Texas:						
Consol. L.G. S.F. (\$14,000,000).....	1,605,000	7*	Feb. & Aug.	"	1904	....	1st Mortgage, skg fd. 227 m. ....gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
Missouri River, Ft. Scott & Gulf:							1st Mortgage, skg fd. 227 m. ....cur.	12,500pm	8*	"	"	1915	....
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	93	2d Mortgage on 227 miles.....cur.	12,500pm	8	"	"	1915	....
2d Mortgage of April 15, 1870.....	1,400,000	10	April & Oct.	"	1890	91	New Orleans and Selma:						
Missouri Valley (K.C.S. & C.B.):							1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	New York and Boston:						
1st Mortgage.....	1,000,000	7*	"	"	1893	....	1st Mortgage.....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
Mobile & Alabama Grand Trunk:							New York Central:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....	Debt Certif. & Premium Bonds.....	5,936,626	6	May & Nov.	New York.	1883	92
Mobile Lo'n \$1,500,000 end. by Co.	1,500,000	8	"	"	....	....	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876	101
Mobile and Girard:							Bonds for B. & N. Falls R.R. S.T.	78,000	6	Feb. & Aug.	"	1883	....
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	....
2d Mortgage, endorsed by Ala.....	300,000	7	"	"	....	....	Bonds for real estate.....	162,000	6	"	"	1883	....
Plain Bonds.....	33,500	7	"	"	....	....	Bonds and mortgages for R. E.	22,800	7	various.	"	var.	....
Mobile and Montgomery:							Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876	....
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	Bonds in place of bonds of 1854.....	2,900,000	6	June & Dec.	"	1887	94
Mobile and Ohio:							1st Mort. (Hudson Riv. R.R.).....	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	2d Mort. (" " ") S. F.	1,891,000	7	June & Dec.	"	1885	106
1st Mortgage.....Sterling	803,700	8	"	"	1878	....	3d Mort. (" " ").....	180,000	7	May & Nov.	"	1875	103
Interest bonds (10 years).....	377,900	8	"	"	1883	....	Conv. B'ds (" " ").....	8,000	7	"	"	1867	....
Interest bonds 2nd issue.....	755,400	6*	"	"	1883	....	New York and Fort Lee (Erie):						
Income Mortgage.....	1,151,000	8	various.	New York.	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
Montgomery & Erie (Erie):							New York & Flushing (F. & N. S.):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	135,000	7	"	"	1876	....
Montgomery and Euflala:							New York and Harlem:						
1st Mortgage of 1866, endorsed.....	640,000	8	March & Sept.	New York.	1886	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	100
1st Mortgage of 1870, endorsed.....	300,000	...	June & Dec.	"	1900	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	....
Montgomery & West Point (Wtn):							Consolidated mortgage of 1863.....	1,767,000	6	Feb. & Aug.	"	1893	96
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....	Sinking Fund mortgage of 1861.....	112,305	7	Jan. & July.	"	1881	....
1st Mortgage.....	450,000	8	"	"	1870	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1872	....
1st Mortgage.....	298,000	8	"	"	1876	....	N. York, Housatonic & Northern:						
2d Mortgage.....	254,000	8	"	"	1881	....	1st Mortgage.....	141,500	7	"	"	1889	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....	New York and New Haven:						
Montreal & Champlain:							1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	98
1st Mortgage Sterling £181,400.....	882,813	6	Jan. & July.	London.	1890	....	New York & Oswego Midland:						
2d Mortgage.....	370,000	8	"	"	1879	....	1st Mort. for \$5,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
Morris and Essex:							New York, Providence & Boston:						
1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.	1914	104	1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	100	1st Mortgage.....	80,000	6	"	"	1878	....
Convertible bonds.....	600,000	7	Jan. & July.	"	1900	....	Consol. Mort. for \$1,000,000.....	512,000	7	Jan. & July.	"	1899	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889	93	Niles and New Lisbon:						
Muscantine (South-Western):							1st Mortgage.....	500,000	7	"	"		

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Missouri:							Pemberton & N. York (N.J.S.):						
1st Mortgage of Jan. 1865.....	\$6,000,000	7	Jan. & July.	New York.	1895	95	1st Mortgage, guaranteed.....	\$375,000	7	Jan. & July.	New York.	1890	91
2d Mortgage of Oct. 1868.....	4,000,000	7	April & Oct.	"	1888	110	Peninsula (O. & N. W.):						
3d M. of Oct. 1869 (7 p.c. after 5 yrs)	3,000,000	10	"	"	1888	102	1st Mortgage, guaranteed.....	855,000	7	March & Sept.	New York.	1898	91
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):						
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	102	1st Mortgage.....	1,800,000	7	May & Nov.	New York.	1899	97
Chattel Mortgage.....	380,000	10	April & Oct.	"	1877	110	Pennsylvania and New York:						
2d Mortgage.....	1,245,000	7	May & Nov.	"	1896	97	1st Mortgage.....	1,500,000	7	June & Dec.	Philadelphia.	1896	97
Northern Central:							1st Mortgage.....	1,500,000	7	"	"	1906	97
1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.		Penobscot and Kennebec (M. C.):						
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	94	1st Mortgage (Bangor Loan.).....	577,000	6	April & Oct.	Bangor.	1872	
3d Mortgage.....	1,225,000	6	April & Oct.	"	1900	88	2d Mortgage.....	159,500	6	Feb. & Aug.	Boston.	1870	
3d Mortgage (York & Cumb. R.R.)	500,000	6	Jan. & July.	"	1877	98	Peoria & Bureau Val (O.R.L. & P.):						
Consol. Mort. of July 1868.....	2,019,000	6	"	"	1900	90	1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	
Income conv. of April 1, 1870.....	475,000	7	April & Oct.	"	1880		Peoria & Hannibal (C. B. & Q.):						
Northern New Hampshire:							1st Mortgage, tax free.....	600,000	8	Jan. & July.	Boston.	1878	
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874		Peoria, Pekin and Jacksonville:						
Northern New Jersey (Erie):							1st Mort. of May 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1894	
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878		2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	
Northern Pacific:							Peoria and Rock Island:						
1st Mort. on R.R. & lands..gold	50,000pm	7.3	Jan. & July.	New York.	1900		1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1900	
North Western Virginia:							Perkiomen (Phila. & Rdg):						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99	1st Mortgage.....	610,200	6	April & Oct.	Philadelphia.	1897	85
3d Mortgage ("")	140,000	6	"	"	1885	92	Perth Amboy and Woodbridge:						
Norwich and Worcester:							1st Mortgage, guaranteed.....	100,000	6	"	New York.	1886	
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston.	1877		Petersburg:						
Plain bonds.....	59,000	7	June & Dec.	"	1874		Mortgage Bonds.....	3,094	6	Jan. & July.	New York.	1871	
Steamboat bonds.....	45,900	7	Feb. & Aug.	"	1870		Mortgage Bonds.....	25,500	7	"	"	1886	
Construction bonds.....	250,000	7	Jan. & July.	"	1877		Mortgage Bonds.....	266,500	8	"	"	179-98	
New bonds of 1870.....	22,000	7	"	"	1890		Philadelphia and Baltimore Cent:						
Nyack and Northern:							1st Mortgage (Penn. Div.).....	800,000	7	Jan. & July.	Philadelphia.	1879	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890		1st Mortgage (Md. Div.).....	300,000	6	"	"	1891	
Oakland & Ottawa (D. & M.):							Philadelphia and Erie (Penn.):						
1st Mortgage (assumed) sterling.	150,867	6	May & Nov.	London.	1873		1st Mortgage.....	5,000,000	6	March & Sept.	Philadelphia.	1881	90
1st Mortgage ("") dollar.....	51,000	7	"	New York.	1873		2d Mortgage.....	3,000,000	7	Jan. & July.	"	1888	90
Ogdensburg and Lake Champlain:							3d Mortgage.....	3,598,000	6	"	"	1920	
1st Mort. conv. into pref. stock.	4,000	7	Jan. & July.	Boston.	1869		1st Mortgage (Sunbury & Erie).	1,000,000	6	April & Oct.	"	1877	100
2d Mort. conv. into com. stock.	25,200	7	April & Oct.	"	1861		Philadelphia, Germant. & Norist:						
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102	1st Mort. Convertible.....	25,400	6	Jan. & July.	Philadelphia.	1882	
Ohio and Mississippi:							Philadelphia and Reading:						
1st Mortgage (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	101	Debenture Loan of 1861.....	100,000	6	Jan. & July.	Philadelphia.	1871	
1st Mortgage (W. Div.).....	850,000	7	"	"	1872		Debenture Loan of 1868.....	1,121,000	6	"	"	1893	
2d Mortgage (W. Div.) conv.	584,000	7	"	"	1874	89	Debenture Loan of 1870.....	2,625,000	7	"	"	1890	
Income Mort. (W. Div.).....	221,500	7	April & Oct.	"	1882		Mortgage Loan of 1867, conv.	143,500	6	"	"	1886	
Funded Debts Mort. (W. Div.)	16,500	7	"	"	1882		Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	9
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	99	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	10
Consolidated Mort. (sterling)...	101,850	7	"	London.	1898		Sterling Loan of 1836.....	182,400	5	Jan. & July.	London.	1880	
Oil Creek and Allegheny River:							Sterling Loan of 1843.....	976,800	6	"	"	1880	
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Sterling Loan of 1836.....	288,000	7	"	"	172-77	
1st Mortgage.....	580,000	7	April & Oct.	"	1882		Philadelphia, Wilmington & Balt:						
1st Mortgage.....	200,000	7	June & Dec.	"	1891		Mortgage, convertible.....	349,000	6	Jan. & July.	Philadelphia.	1884	
2d Mortgage.....	71,000	7	May & Nov.	"	1871		Plain Bonds.....	600,000	6	April & Oct.	"	1871	
Consolidated Mortgage.....	819,000	7	"	"	1888	80	Plain Bonds.....	400,000	6	"	"	1876	
Old Colony and Newport:							Plain Bonds.....	1,000,000	6	"	"	1887	
Plain Bonds.....	1,388,000	7	Feb. & Aug.	Boston.	1877	102	Pittsburg, Cin. & St. Louis (Pa.):						
Plain Bonds.....	1,000	6	March & Sept.	"	1874	93	1st Mortgage, guaranteed.....	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	
Plain Bonds.....	485,000	6	April & Oct.	"	1875	96	2d Mort. conv. (Stebensv. & Ind.)	3,820,000	6	March & Sept.	"	1890	
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876	95	Pittsburg & Connellsville (B. & O.):						
Plain Bonds.....	34,000	6	"	"	1884		1st Mortgage, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	9
Omaha and Southwestern:							2d Lien Balt. Loan.....	1,000,000	6	"	"	1886	
1st Mort. (North Platte Div.)...	300,000	8	June & Dec.	New York.	1890	92	Turtle Creek Div. bonds.....	400,000	6	Feb. & Aug.	New York.	1889	
Orange, Alexandria & Manassas:							Real Estate bonds.....	100,000	6	various.	Baltimore.	1883	
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93	Pittsburg, Ft. Wayne & Chicago:						
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	83	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	10
3d Mort. ("")	598,000	8	May & Nov.	Richmond.	1873	91	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	
4th Mort. ("")	574,000	8	March & Sept.	Alexandria.	1880	84	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	84	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	
Va. State Loan.....	249,992	7	"	"	1893		1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	
Osage Valley & Southern Kansas:							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888		2d Mortgage (Series G).....	880,000	7	Jan. & July.	"	1912	10
Osage and Rome (R.W. & O.):							2d Mortgage (Series H).....	880,000	7	Feb. & Aug.	"	1912	
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916		2d Mortgage (Series I).....	880,000	7	March & Sept.	"	1912	
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891		2d Mortgage (Series K).....	880,000	7	April & Oct.	"	1912	
Osage and Syracuse (D.L. & W.):							2d Mortgage (Series L).....	880,000	7	May & Nov.	"	1912	
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	170-'80		2d Mortgage (Series M).....	880,000	7	June & Dec.	"	1912	
2d Mortgage, guaranteed.....	375,000	7	"	"	1885		3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	9
Ottawa, Osw. & Fox R.V. (C.B. & Q.):							Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	96	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	
Owensboro' and Russellville:							Construction bonds of Jan. 1, 170	100,000	7	Jan. & July.	"	1877	
1st Mortgage.....	200,000	6	April & Oct.	New York.	1886		Port Huron & Lake Michigan:						
Pacific of Mo.:							1st Mortgage of May 1, 1869.....	1,800,000	7	May & Nov.	New York.	1899	
1st Mort., construction (Dresden)	74,000	6	Feb. & Aug.	New York.	1880		Portland and Kennebec:						
1st Mortgage.....	7,000,000	7	Jan. & July.	"	1880	100	1st Mort. (K. & P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	
Real Estate Bonds.....	500,000	10	various.	St. Louis.	var.		Funded Int. bonds Oct. 1, 1863.	22,648	6	"	Boston.	1883	
St. Louis County Loan.....	700,000	6	Feb. & Aug.	"	171-'73		Consol. (P. & K.R.R.) Apr. 1, 1865	790,700	6	"	"	1896	
Panama:							Portland loan.....	100,000	6	"	"	1896	
Sterling Bonds £152,775 at 4.85.....	740,959	7	Feb. & Aug.	London.	1872		Stock certificates (Yarmouth).....	202,400	6	April & Oct.	Portland.		
Sterling Bonds £19,350 at 4.85.....	93,847	7	April & Oct.	"	1875		Portland and Oxford Central:						
Sterling Bonds £597,800 at 4.85.....	3,969,330	7	"	"	1897		1st Mortgage of 1863.....	250,000	6	"	Portland.	1888	
Paterson and Newark (Erie):							Port Royal:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1885		1st Mort. ssk fd conv.....gold	2,500,000	7	May & Nov.	Lond. & N.Y.	1899	
Paterson and Ramapo (Erie):							Portsmouth, Gt. Falls & Conway:						
1st Mortgage, guaranteed.....	85,000	7	May & Nov.	New York.	1878		1st Mortgage.....	200,000	6	"	Boston.	1899	
Pekin, Junc. & Decatur (T.W. & W.):							Potsdam & Watertown (R.W. & O.):						
1st Mortgage.....	16,000pm	7	Feb. & Aug.	New York.	1901	88	1st Mortgage, guaranteed.....	345,500	7	June & Dec.	New York.	172-'74	
Pemberton & Hightstown (O. & A.):							Poughkeepsie and Eastern:						
1st Mortgage endorsed.....	160,000	7	Jan. & July.	New York.	1877		1st Mort. conv. & tax free.....gold	800,000	7	Jan. & July.	New York.	1910	
Pennsylvania:							Providence, Warren and Bristol:						
1st Mort.....	4,972,000	6	Jan. & July.	Philadelphia.	1880	102	1st Mortgage of 1868.....	55,000	8	June & Dec.	Providence.	1877	
2d Mort. " Harrisb. to Pittsb. }	2,584,000	6	April & Oct.	"	1875	97	Quincy and Toledo (T. W. & W.):						
2d M. stg. " " " " }	2,282,840	6	"	London.	1875		1st Mortgage, assumed.....	500,000	7	May & Nov.	New York.	1890	
General Mortgage.....	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	97	Quincy & Warsaw (C. B. & Q.):						
State lien on whole property.....	5,758,905	5	April & Oct.	Harrisburg.	171-'90		1st Mort. guar. and tax free.....	800,000	8	Jan. & July.	Boston.	1890	
Debentures or Short Bonds.....	6	J. A. J. & O.	Philadelphia.	1871	var.		Raleigh and Gaston:						
Mortgages and ground rents.....	215,959	6	various.	"	var.		1st Mortgage.....	50,000	8	Jan. & July.	Raleigh.	1877	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Reading and Columbia (P. & R.):							Savannah and Charleston:						
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	....	1st Mortgage (Sav. & Char. R.R.)	\$406,500	7	Jan. & July.	New York.	1889	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....	Bonds (C. & S.R.R.) guar. by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Rensselaer and Saratoga:							Int. b'ds (C. & S.R.R.) guar. by S.C.	245,745	7	"	"	1889	....
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....	Savannah and Memphis:						
2d Mortgage.....	300,000	7	"	"	1880	....	1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
3d Mortgage.....	150,000	7	"	"	1887	....	Schenectady and Susquehanna:						
1st Mortgage (S. & W.) assumed.	400,000	7	March & Sept.	"	1886	....	1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (T. & S. & R.) assumed.	500,000	7	May & Nov.	"	1890	....	Schuylkill and Susquehanna:						
1st Mortgage (G.F.Br.) assumed.	125,000	7	Jan. & July.	"	1894	....	1st Mortgage, May 1, 1886.....	97,006	6	May & Nov.	Philadelphia.	1876	....
Richmond and Danville:							Scioto & Hocking Valley (M. & C.):						
Virginia skg fund loan.....	600,000	6	Jan. & July.	New York.	1880	....	1st Mort., assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1896	....
1st Mortgage guar. by Va.....	158,100	6	"	"	1875	82	Seaboard and Roanoke:						
Consolidated, Mort.....	1,722,000	6	May & Nov.	N. Y. & Rich.	76-90	78*	1st Mortgage.....	210,000	7	"	Philadelphia.	1800	....
Dollar Bonds.....	64,500	6	"	Richmond.	73-75	....	Selma and Gulf:						
Dollar Bonds.....	129,000	6	Feb. & Aug.	"	71-76	....	1st Mortgage, guar. by Ala.....gold	16,000pm	8*	"	New York.	1890	....
Rich., Frederickburg & Potomac:							Selma, Marion and Memphis:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....	1st Mortgage, guar. by Ala.....gold	16,000pm	8*	March & Sept.	New York.	1889	....
Dollar Bonds.....	124,489	6	"	Richmond.	var	....	Selma and Meridian:						
Dollar Bonds.....	274,228	7	"	"	var	....	1st Mortgage (3d series).....	796,880	6	various.	"	var	....
Richmond and Petersburg:							Selma, Rome and Dalton:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	72-80	....	2d Mortgage.....	6,000,000	7	"	"	....	....
Richmond and York River:							Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898	....	1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Roanoke Valley (R. & Dan.):							Sheboygan and Fond du Lac:						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	71-76	....	1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
Rochester & Genesee Val. (Erie):							Shenango and Allegheny:						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	....	1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889	....
Rockford, R. Island & St. Louis:							Shore Line (N. Y. & N. H.):						
1st Mortgage, conv., S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....	1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Rocky River:							Sioux City and Pacific:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....	1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
Rome, Watertown & Ogdensb.:							2d Mortgage (U.S. subsidy)...cur	1,628,320	6	"	"	1898	....
1st Mortgage (general) Skg Fund	632,500	7	June & Dec.	New York.	1891	....	Sioux City and St. Paul:						
1st Mort. (W. & R.) Skg Fund....	796,900	7	March & Sept.	"	1880	....	1st Mortgage, L. G. tax free....	14,000pm	7	"	New York.	....	....
1st Mort. (Potomac & Watert.)	345,500	7	June & Dec.	"	72-74	....	Somerset (Me. Central):						
Rondout and Oswego:							1st Mortgage, June 1, 1871...gold	450,000	7*	June & Dec.	Boston.	1891	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90	South Carolina:						
Rutland (Verm. Central):							Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	78-88	....
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	70	Domestic Bonds (H) 1886-87...	306,500	7	April & Oct.	Charleston.	71-72	....
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	93	Domestic Bonds (G) 1882-87...	342,500	6	Jan. & July.	"	73-74	....
Rutland & Burlington (Rutland):							Domestic Bonds (K) Jan. 1868...	1,272,000	7	April & Oct.	"	88-91	....
1st Mort. conv. into pref. stock...	70,000	7	Feb. & Aug.	Boston.	1863	....	Domestic Bonds (special) Sep. '66	76,000	6	Jan. & July.	"	80-92	....
2d Mort. conv. into com. stock...	67,000	7	"	"	1863	....	Real Estate Mortgage.....	80,733	7	various.	"	71-91	....
Saint Croix and Penobscot:							Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	82-88	....
1st Mort. (Cal. & Baring R.R.)...	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Georgia & Florida (A. & G.):						
2d Mort. (" " ").....	17,500	6	"	"	1879	....	1st Mort. assumed by Atl. & Gulf	464,000	7	"	New York.	1890	....
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876	....	2d Mort. " " " " " "	200,000	7	"	"	1890	....
St. Joseph & C.B. (K.C., St. J. & C.B.):							South Mountain Iron:						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97	1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage (" " ").....	339,500	8	June & Dec.	"	1874	91	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	....
St. Joseph & Denv. C. (E.D. 112m.):							South and North Alabama:						
1st Mort. of Aug. 14, 1869 free...	1,500,000	8*	Feb. & Aug.	NY, L'n & Fk.	1899	102	1st Mort., endor. by Ala., tax free	22,000pm	8*	Jan. & July.	New York.	1890	....
St. Joseph & Denv. C. (W.D. 160m.):							South Pacific (Atl. & Pac.):						
1st M. R.R. lands of M'y 14, '70, free	5,500,000	8*	Feb. & Aug.	NY, L'n & Fk.	1900	97*	1st Mort. assumed by A. & P....	7,250,000	6*	Jan. & July.	New York.	1888	....
St. Lawrence & Industry (Can.):							South Shore (Mass.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
St. Louis, Alton and Terre Haute:							South Side (L. I.):						
1st Mortgage (Series A) skg f'd....	1,100,000	7	Jan. & July.	New York.	1894	99*	1st Mortgage, Mar. 1, 1887.....	2,250,000	7	Mar. & Sept.	New York.	1887	92
1st Mortgage (Series B) skg f'd....	1,100,000	7	April & Oct.	"	1894	....	South Side, Va. (A.M. & O.):						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	91	1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	84-90	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	1st Mort., consol. 2d pref.....	619,300	6	"	"	84-90	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	82	4th Mortgage, consol. 3d pref...	458,100	6	"	"	84-90	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	Va. State Loan (net).....	708,102	6	"	"	long	....
St. Louis, Coun. Bluffs & Omaha:							Southern Central:						
1st Mortgage, guaranteed.....gold	16,000pm	7*	Jan. & July.	New York.	1901	....	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis and Iron Mountain:							Southern Iowa and Cedar Rapids:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	99*	1st Mortgage.....gold	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Jacksonville & Chicago:							Southern Minnesota:						
1st Mortgage of Mar. 1, 1864....	2,365,000	7	April & Oct.	New York.	1894	94	1st Mort., Apr. 1, 1868 tax free...	20,000pm	7	April & Oct.	New York.	1888	....
2d Mortgage of May 1, 1868....	380,000	7	Jan. & July.	"	1898	....	Southern (Cal.) Pacific:						
St. Louis, Lawr. & Denv. (Pacific):							1st Mortgage for \$28,000,000 gold	.....	6*	Jan. & July.	New York.	1901	....
1st Mortgage, guaranteed.....gold	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Pennsylvania:						
St. Louis and Santa Fe:							1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....	2d Mort. Sept. 1, 1870.....gold	80,000	7*	"	"	1890	....
St. Louis and South Eastern:							South Western (Cen. of Ga.):						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	94-96	....	Mortgage Bonds, various.....	399,000	7	various.	Macon.	77-80	....
St. Louis and St. Joseph (N. Mo.):							Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	6*	May & Nov.	New York.	1893	....	Spartanburg and Union:						
St. Louis, Van. & T. H. (T.H. & I.):							1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....	1st Mortgage not endorsed.....	198,370	7	"	"	....	....
2d Mortgage, S. F., guaranteed.	2,600,000	7	April & Oct.	"	1887	....	Springfield & Illinois S. Eastern:						
St. Paul and Chicago (M. & St. P.):							1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	"	1900	....	Staten Island:						
St. Paul and Pacific 1st Division:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892	....	Sterling Mountain:						
1st Mort. (St. Paul to Wab. 80 m.)	700,000	7	Jan. & July.	"	1892	....	1st Mortgage.....						

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Tioga:							Western Union (M. & St. P.):						
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	1st Mortgage for \$5,000,000	\$3,275,000	7	Feb. & Aug.	New York.	1896	....
Toledo, Peoria and Warsaw:							West Jersey:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	95	Loan of Mar. 1861 guar. by C. & A.	400,000	6	March & Sept.	Camden.	1885	....
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1896	93 1/2	1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1886	86
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	"	1886	84 1/2	Consolidated mort. Apr. 1, 1869 ..	979,000	7	April & Oct.	"	1899	102
Equipment sinking fund	94,000	8	Jan. & July.	"	1879	80	West Shore Hudson River:						
Consolidated Bond Class A	1,406,000	7	May & Nov.	"	1911	....	1st Mortgage.....	676,300	7	— & —	New York.	....	....
Toledo, Wabash and Western:							West Wisconsin:						
1st Mort. (To. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	97 1/2	1st M. L. G., etc. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
1st M. (L. Erie, W. & St. L. 107 m.) ..	2,500,000	7	"	"	1890	90	Wicomico and Pocomoke	200,000	6	Jan. & July.	Philadelphia.	1888	....
2d Mort. (To. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	93	1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	....
2d Mort. (Wab. & West. 107 m.)	1,500,000	7	"	"	1871	86	Williamston and Tarboro':						
Equip'm't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	86	1st Mortgage coupon	1,000,000	8	Jan. & July.	New York.	'87-'97	....
Consol. M. (T., W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	"	1907	93 1/2	Wilm., Charlotte & Rutherford:						
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	93 1/2	1st Mortgage.....	1,000,000	8	"	"	'87-'97	....
Troy and Boston:							1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	'87-'97	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Wilmington and Reading:						
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	100
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	2d Mortgage.....	262,300	7	Jan. & July.	"	1902	....
Convertible Bonds.....	648,000	7	"	"	1882	....	Wilmington and Weldon:						
Troy, Salem & Rutland (R. & Sar.):							Sterling Loan.....	476,888	6	Jan. & July.	London.	1881	....
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Sterling Loan.....	197,777	7	May & Nov.	"	1885	....
Troy Union:							Sinking Fund Bonds.....	710,000	7*	Jan. & July.	New York.	1896	95
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Winona & St. Peter (C. & N. W.):						
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	....	89
Union Pacific:							2d Mortgage.....	12,000pm	7	May & Nov.	"	....	....
1st Mortgage, tax free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	94 1/2	CANAL BONDS.						
1st Mort. L. G. (12,000,000 acres) ..	9,594,000	7	April & Oct.	Boston.	1889	81 1/2	Chesapeake and Delaware:						
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	86 1/2	1st Mortgage.....	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	....	Chesapeake and Ohio:						
Union Pacific—Central Branch:							Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	Sterling Loan guaranteed	4,375,000	5*	"	London.	1890	....
2d Mortgage (U. S. subsidy).....	1,600,000	6	Jan. & July.	"	1896	....	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Union Pacific, E. D. (see K. Pac.):							Delaware Division (L. O. & W.):						
Union Pacific, S. Br. (M. K. & T.):							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
1st M. B. R. 34m. & 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....	Delaware and Hudson:						
Union and Titusville:							Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	"	1884	....
Utica and Black River:							Delaware and Raritan (See Cam	den and					
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....	Erne of Pennsylvania:						
Vermont Central:							Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.	1865	....
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	80	Bonds for interest prior to 1850.	161,960	7	"	"	1873	....
2d Mortgage.....	1,500,000	7	"	"	1891	31	Lehigh Coal and Navigation:						
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	'76-'77	100	Mortgage Loan	5,656,277	6	J. A. J. & O.	Philadelphia.	1884	91
Equip. Loans of 1867.....	1,000,000	8	"	"	1889	100	Mortgage Loan	2,010,000	6	"	"	1897	94
Stansstead, Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	80 1/2	Gold Loan.....	4,944,000	6*	June & Dec.	"	1897	90
Guar. Stock (Vt. & Ca.).....	2,000,000	8	June & Dec.	"	....	99	Gold Loan.....	1,942,000	6*	"	"	1894	96
Vermont and Massachusetts:							Convertible Loan.....	1,496,879	6	"	"	1877	90
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	93 1/2	Monongahela Navigation:						
Convertible tax free, bonds.....	200,000	7	"	"	1879	100	1st Mortgage.....	108,000	6	Jan. & July.	Pittsburg.	1887	....
Vermont Valley (Vt. Central):							2d Mortgage.....	7,000	6	"	"	1875	....
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	Morris (and Banking):						
2d Mortgage.....	114,000	7	"	Boston.	1860	....	1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1884	95
1st Mortgage.....	285,300	7	"	New York.	1859	....	2d Mortgage.....	285,000	6	"	"	1876	91
Vicksburg and Meridian:							Boat Loan, sinking fund.....	236,965	7	"	"	1885	98
General Mort. 1st series (red.)	722,500	7	Jan. & July.	Philadelphia.	1890	....	Dividend Scrip.....	108,164	7	— & —	"	....	....
" " 2d series (blue).....	850,000	7	"	"	1890	....	Pennsylvania:						
" " 3d series (black).....	154,000	7	"	"	1890	....	1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.	1887	77
" " (not endorsed).....	1,273,000	7	April & Oct.	"	1890	....	Schuykill Navigation:						
Special Loan.....	225,438	8	Jan. & July.	"	1890	....	1st Mortgage.....	1,751,218	6	March & Sept.	Philadelphia.	1872	82
Vineyard:							2d Mortgage.....	4,008,670	6	Jan. & July.	"	1882	80 1/2
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....	Plain Bonds.....	171,354	6	"	"	1876	77
Virginia & Tennessee (A. M. & O.):							Improvement bonds.....	305,500	6	May & Nov.	"	1870	88
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	95	Boat and Car Loan 1863.....	800,000	6	"	"	1888	77
2d Mortgage.....	4,000	6	"	"	1869	79 1/2	Boat and Car Loan 1864.....	633,650	7	"	"	1889	86
3d Mortgage.....	990,000	6	"	"	1884	....	Susquehanna (S. & Tide Water):						
Income Mortgage.....	113,000	6	"	"	1866	....	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.	1894	77 1/2
4th Mortgage.....	848,000	8	"	"	1900	88	2d Mortgage.....	700,000	6	"	"	1885	....
Registered Certificates.....	116,129	8	"	Richmond.	1880	....	3d Mortgage stg.....	872,667	6	"	London.	1878	....
Interest Funding Bonds.....	204,200	8	"	New York.	1880	....	Tide-Water (Suq. & Tide-W.):						
Walkill Valley (20,000 per mile):							1st Mortgage.....	97,510	6	Jan. & July.	Baltimore.	1894	....
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	....	2d Mortgage.....	300,000	6	"	"	1885	....
Ware River (N. & N.):							3d Mortgage.....	486,333	6	"	London.	1878	....
1st Mortgage for \$1,000,000.....	229,300	7	Jan. & July.	Boston.	1890	....	Union:						
Warren (D. L. & W.):							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	15
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	West Branch and Susquehanna:						
Warwick Valley (Erie):							1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.	1878	....
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....	2d Mortgage.....	297,000	6	May & Nov.	"	1888	....
Washington and Ohio:							3d Mortgage.....	13,000	6	"	"	1868	....
1st Mortgage 1868 for \$8,000,000.	.....	7	May & Nov.	New York.	1898	....	Wyoming Valley (Penna.):						
Watertown & Rome (R. W. & O.):							1st Mortgage, assumed by Pa...	600,000	6	Jan. & July.	Philadelphia.	1878	96 1/2
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....	MISCELLANEOUS.						
Sinking Fund.....	796,900	7	"	"	1880	....	American Dock & Improvement:						
Westchester and Philadelphia:							1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	100
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	100	Consolidated (Md.) Coal:						
3d Mortgage (8a compromised).....	557,400	6	April & Oct.	"	1878	....	1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1885	....
Western Alabama:							Pennsylvania Coal:						
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....	1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
1st Mortgage (before consol.)	600,000	8	"	"	1888	....	Long Dock.....						
1st Mortgage (M. & W. Point R. R.)	750,000	8	Jan. & July.	"	1881	....	Mortgage Bonds, guaranteed ...	2,500,000	7	June & Dec.	New York.	1872	95
Western (B. & Albany):							Mariposa:						
Sterling Bonds.....	1,619,530	5*	April & Oct.	London.	1871	....	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	18—	....
Albany Loan (A. & W. Stockb'dge)	600,000	6	Jan. & July.	Boston.	1876	....	2d Mortgage.....	2,000,000	7	April & Oct.	"	1881	....
Dollar Bonds.....	758,500	6	April & Oct.	"	1876	98	Quicksilver:						
Western Maryland:							1st Mortgage.....	500,000	7*	June & Dec.	New York.	1873	....
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1880	89	2d Mortgage.....	1,000,000	7*	Jan. & July.	"	1879	....
2d Mortgage preferred.....	600,000	6	"	"	1880	77	Western Union:						
Bonds endorsed by Balt.....	600,000	6	"	"	1880	95 1/2	1st Mortgage (S. F. convertible).	4,534,000	7	May & Nov.	New York.	1875	....
Bonds (July 1, 1870) endor. by B.	1,400,000	6	"	"	1890	96 1/2	2d Mortgage.....	89,500	7*	Jan. & July.	"	1873	....
Western North Carolina (E. D.):													
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890	....						
Western Pennsylvania (Penn.):													
1st Mortgage, (E. Div.) guar.....	800,000	6	April & Oct.	Philadelphia.	1883	83							
1st Mortgage (Pittab. Div.) guar.	1,000,000	6	Jan. & July.	"	1896	....						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-Railroads are distinguished by a "1."

Years ending	Railroad.			Rolling Stock			Companies.	Property and Assets.				Liabilities.				Operations.			Earnings.		Value of Shares.					
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.				Engines.	Cars.	Freight.	H. M. E.	Pass.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Carried one mile.		Net.	Dividends.	Par.	p. c.
																					Passen- gers.	Freight.					Gross.	Net.
Sept. 30, 1870	60.0			1.0	125.0		3	3	56	Adirondack		3,763,000	930,000	1,766,923		60.0	31,188	405,771	685,940	67,324	18,116	100			100	
May 31, 1871	296.6			14.8			20	20	400	Alabama and Chattanooga		2,700,000	788,000	2,500,009		296.6	470,439	11,329,585	15,938,713	880,703	67,597	100			100	
Sept. 30, 1870	142.0			25	112.0		25	12	273	Albany and Susquehanna		3,097,800	4,154,925	414,921		142.0	470,439	11,329,585	15,938,713	880,703	67,597	100			100	
Jan. 31, 1871	132.0			30.8			23	7	7	Allegheny Valley		984,551	7,611,000	674,165		132.0	470,439	11,329,585	15,938,713	880,703	67,597	100			100	
Jan. 30, 1870	26.5			6.0			8	5	124	Androscooggin		380,000	425,000			26.5	138,949	1,389,499	504,703	58,007	50				50	
Dec. 31, 1871	26.5			6.0			8	5	124	Annapolis and Elkridge		380,000	425,000			26.5	138,949	1,389,499	504,703	58,007	50				50	
Mar. 31, 1871	23.0			1.8			4	108	Atchison, Topeka & Santa Fe		246,018	160,000			23.0	138,949	1,389,499	504,703	58,007	50				50		
Dec. 31, 1870	34.0			88.0			6	4	108	Ashuelot		246,018	160,000			34.0	138,949	1,389,499	504,703	58,007	50				50	
May 31, 1871	63.0			172.0			6	6	119	Atlanta and Rich. Air-Line		1,252,200	27,000			63.0	138,949	1,389,499	504,703	58,007	50				50	
Jun. 30, 1871	66.7			8.9			6	6	119	Atlanta and West Point		1,252,200	27,000			66.7	138,949	1,389,499	504,703	58,007	50				50	
Dec. 31, 1870	387.3			141.4			18	6	3,475	Atlantic and Great West		29,598,685	29,999,000			387.3	138,949	1,389,499	504,703	58,007	50				50	
Dec. 31, 1870	287.3			107.0			16	80	3,475	Atlantic and Gulf		4,512,864	2,986,200			287.3	138,949	1,389,499	504,703	58,007	50				50	
May 31, 1870	96.0			6.0			9	3	66	Atlantic and North Carolina		1,796,225	200,000			96.0	138,949	1,389,499	504,703	58,007	50				50	
Mar. 31, 1870	92.0			13.0			25	8	825	Atlantic and Pacific		15,000,000	10,250,000			92.0	138,949	1,389,499	504,703	58,007	50				50	
Dec. 31, 1870	160.0			15.0			2	3	3	Avon, Genesee and Mount Morris		3,994,900	3,149,920			160.0	138,949	1,389,499	504,703	58,007	50				50	
Sept. 30, 1870	15.5			0.5			2	2	2	Bald Eagle Valley		550,000	471,200			15.5	138,949	1,389,499	504,703	58,007	50				50	
Nov. 30, 1870	61.2			48.0			36	5,438	3	Baltimore and Ohio		16,560,382	11,346,371			61.2	138,949	1,389,499	504,703	58,007	50				50	
Sept. 30, 1870	379.8			30.0			3	3	3	Washington Branch		1,680,000	20,000			379.8	138,949	1,389,499	504,703	58,007	50				50	
Sept. 30, 1870	30.0			17.0			2	1	37	Baltimore and Potomac		2,000,000	150,000			30.0	138,949	1,389,499	504,703	58,007	50				50	
May 31, 1871	73.0			2.5			1	37	37	Belmont and Moosehead Lake		660,500	100,000			73.0	138,949	1,389,499	504,703	58,007	50				50	
Dec. 31, 1870	103.5			2.3			2	60	60	Belleville and Snow Shoe		600,000	99,000			103.5	138,949	1,389,499	504,703	58,007	50				50	
Dec. 31, 1870	21.2			1.5			6	879	879	Belleville and Southern Illinois		996,800	234,500			21.2	138,949	1,389,499	504,703	58,007	50				50	
Dec. 31, 1870	67.0			8.0			20	6	6	Berkshire		996,800	234,500			67.0	138,949	1,389,499	504,703	58,007	50				50	
Dec. 31, 1870	21.1			5.4			163	118	40	Boston and Cornwall		250,000	45,000			21.1	138,949	1,389,499	504,703	58,007	50				50	
Sept. 30, 1870	200.6			49.7			17	10	308	Boston and Albany		214,639	1,701,178			200.6	138,949	1,389,499	504,703	58,007	50				50	
Sept. 30, 1870	41.6			1.3			18	20	373	Boston, Clinton and Fitchburg		100,000	188,652			41.6	138,949	1,389,499	504,703	58,007	50				50	
Mar. 31, 1871	45.8			0.6			32	35	16	Boston, Concord and Montreal		872,000	800,500			45.8	138,949	1,389,499	504,703	58,007	50				50	
Sept. 30, 1870	117.0			10.9			32	38	18	Bos. Hart and Erie		267,192	218,888			117.0	138,949	1,389,499	504,703	58,007	50				50	
Sept. 30, 1870	28.7			37.6			46	80	241	Boston and Lowell		131,877	765,000			28.7	138,949	1,389,499	504,703	58,007	50				50	
Sept. 30, 1870	74.3			64.3			52	61	12	Boston and Maine		1,002,043	471,274			74.3	138,949	1,389,499	504,703	58,007	50				50	
Sept. 30, 1870	61.3			7.7			12	6	142	Boston and Providence		302,258	3,700,000			61.3	138,949	1,389,499	504,703	58,007	50				50	
Jun. 30, 1871	24.0			12.0			7	3	23	Brunswick and Albany		462,130	257,510			24.0	138,949	1,389,499	504,703	58,007	50				50	
Sept. 30, 1870	25.2			4.0			6	7	3	Buff. Bradford and Pittsb.		4,898,000	5,980,000			25.2	138,949	1,389,499	504,703	58,007	50				50	
Sept. 30, 1870	25.2			4.0			6	7	3	Buff. Corry and Pittsb.		2,256,000	588,000			25.2	138,949	1,389,499	504,703	58,007	50				50	
Jun. 30, 1871	42.0			16.0			28	32	9	Buffalo and Lake Huron		4,225,717	700,000			42.0	138,949	1,389,499	504,703	58,007	50				50	
Sept. 30, 1870	26.0			13.0			32	9	428	Buffalo, New York & Erie		2,626,000	3,897,780			26.0	138,949	1,389,499	504,703	58,007	50				50	
Sept. 30, 1870	26.0			13.0			32	9	428	Buffalo, New York & Erie		2,626,000	3,897,780			26.0	138,949	1,389,499	504,703	58,007	50				50	
Dec. 31, 1870	69.0			6.0			15	7	250	Burl. and Washington		495,032	2,398,000			69.0	138,949	1,389,499	504,703	58,007	50				50	
Dec. 31, 1870	69.0			6.0			15	7	250	Burl. Cedar Rapids and Minnesota		1,635,133	2,445,000			69.0	138,949	1,389,499	504,703	58,007	50				50	
Dec. 31, 1870	69.0			6.0			15	7	250	Burlington and Missouri River		1,635,133	2,445,000			69.0	138,949	1,389,499	504,703	58,007	50				50	
May 31, 1871	45.0			302.0			15	6	201	Burlington and Southwestern		1,635,133	2,445,000			45.0	138,949	1,389,499	504,703	58,007	50				50	
Apr. 30, 1871	45.0			302.0			15	6	201	California Pacific		3,000,000	3,000,000			45.0	138,949	1,389,499	504,703	58,007	50				50	
Dec. 31, 1870	61.2			311			8	16	89	Camden and Amboy		3,000,000	3,000,000			61.2	138,949	1,389,499	504,703	58,007	50				50	
Dec. 31, 1870	93.0			7.1			8	16	89	Camden and Burlington		3,000,000	3,000,000			93.0	138,949	1,389,499	504,703	58,007	50				50	
Dec. 31, 1870	40.0			4.2			8	15	7	Cape Cod		3,000,000	3,000,000			40.0	138,949	1,389,499	504,703	58,007	50				50	
Sept. 30, 1870	41.3			30.7			12	7	139	Cape May and Mulville		30,530	999,162			41.3	138,949	1,389,499	504,703	58,007	50				50	
Sept. 30, 1870	41.3			30.7			12	7	139	Cape May and Mulville		30,530	999,162			41.3	138,949	1,389,499	504,703	58,007	50				50	
Sept. 30, 1870	41.3			30.7			12	7	139	Cape May and Mulville		30,530	999,162			41.3	138,949	1,389,499	504,703	58,007	50				50	
Sept. 30, 1870	41.3			30.7			12	7	139	Cape May and Mulville		30,530	999,162			41.3	138,949	1,389,499	504,703	58,007	50				50	
Sept. 30, 1870	41.																									

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

See asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are distinguished by a "L."

Abstract of General Balance Sheet.																													
Years ending	Railroad.			Rolling Stock.			Property and Assets.			Liabilities.				Railroad Operated.			Operations.			Earnings.		Value of Shares.							
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.		Cars.		Freight.	R. M. R.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	M.	Trains Moved.	Passengers.	Freight.		Gross.	Net.	Dividends.	Par.	P. c.		
Aug. 31, 1870	242.0		10.1	160.0				4,860,325			1,490,425	3,000,000			1,377.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
May 31, 1871	94.0		3.0	94.0				2,992,000			1,492,448	1,600,000			468.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
July 31, 1870	601.0		34.3	566.7				22,772,070			19,277,448	6,024,589			197.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
July 31, 1870	223.0		14.0	209.0				22,772,070			19,277,448	6,024,589			197.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Sept. 30, 1870	143.3		21.0	122.3				3,060,968			1,105,968	1,955,512			275.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
May 31, 1871	63.0		6.0	57.0				1,425,000			48,000	1,377,000			275.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Aug. 31, 1870	70.0		68.0	27.5				1,560,400			4,838,924	3,322,000	2,775,640	631,280	118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Sept. 30, 1870	11.0		9.0	1.2				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Aug. 31, 1870	34.0		17.5	16.5				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Aug. 31, 1870	62.0		13.5	83.9				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Nov. 30, 1870	192.4		0.8	16.9				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	30.0		1.0	29.0				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	74.0		60.0	10.2				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	170.0		60.0	110.0				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	44.0		14.8	12.1				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	660.9		146.5	114.0				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	202.5		14.0	188.5				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	170.0		60.0	110.0				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	75.0		20.0	55.0				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	75.0		20.0	55.0				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	72.0		13.2	58.8				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	114.0		3.2	110.8				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	58.0		2.0	56.0				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	183.7		3.0	180.7				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	13.0		2.1	11.9				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	11.0		2.0	9.0				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
May 31, 1871	22.0		1.1	20.9				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	116.0		10.0	106.0				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	190.0		25.0	165.0				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	110.0		61.0	49.0				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	37.7		16.1	21.6				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	44.5		11.5	33.0				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	98.0		23.0	75.0				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Oct. 31, 1870	4.5		2.0	2.5				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	42.0		6.3	35.7				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	32.0		1.3	30.7				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	93.0		13.2	80.0				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
May 31, 1871	32.0		61.0	13.2				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
Dec. 31, 1870	638.6		34.0	594.6				1,560,400			1,182,550	4,000,000	40,500		118.0	1,711,146	61,010,519	135,200,651	7,478,800	1,888,719	41	100	100						
May 31, 1871	90.0		11.0	79.0																									

Dec. 31, 1870	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

“Rolling Stock” occurring in the column headed “*Rolling Stock*” signifies that the cost thereof is included, in that headed “*Railroad*” A dash (—) across the column signifies “nil,” and running dots (....) signify “not ascertained.”

[illegible]

[illegible]

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed.	600,000	7	7	...
Blossburg and Corning,* guar.	250,000	6	6	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	75
Buffalo, N. York and Erie,* guar.	950,000	7	7	74
Camden and Atlantic, pref.	753,695	7	7	80
Catawissa,* pref. and guar.	2,200,000	7	7	92
Cayuga and Susquehanna,* guar.	689,110	...	9	...
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	...
Central Ohio, preferred.	400,000	7	7	89
Chemung,* guar.	380,000	6	6	...
Chesapeake, preferred.	2,017,815	7	3	84
Chicago and Alton, pref.	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,000,000	...	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	94
Cleveland and Mahoning,* guar.	2,050,000	7	7	...
Cleveland and Toledo,* guar.	6,250,000	...	3	...
Cochecho, preferred.	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	114
" 2d pref.	242,000	8	8	...
Delaware,* guaranteed.	504,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	...	...
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,308	7	7	...
Eastern (N. H.),* guaranteed.	492,500	8	8	...
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	...
Elmira and Williamsport,* guar.	500,000	6	6	...
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	84
Erie, preferred.	8,538,910	7	7	89
Evansville and Crawfordsville, pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	60	...
Harrisburg and Lancaster,* guar.	1,182,560	7	7	...
Housatonic, preferred.	1,180,000	8	4	...
Huntingdon & Broad Top Mountain, preferred.	190,750	7	3	20
Joliet and Chicago,* guar.	1,500,000	7	7	...
Joliet and Northern Indiana,* guar.	300,000	8	8	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	...
Leeds and Farmington,* guar.	...	...	...	...
Little Schuylkill,* guar.	2,648,100	7	7	...
Louisville, Cincinnati and Lexington preferred.	848,700	9	9	87
Marietta and Cincinnati, 1st pref.	6,584,135	6	...	28
" 2d pref.	4,051,744	6	...	14
Manchester and Lawrence*	1,000,000	...	...	...
Michigan Southern, guaranteed.	586,800	10	10	...
Mill Creek and Mine Hill,* guar.	323,375	10	10	...
Milwaukee and St. Paul, preferred.	9,744,268	7	7	78
Mine Hill and Schuylkill Haven,* guaranteed.	3,775,000	8	8	...
Mount Carbon & Ft. Carbon,* guar.	282,250	12	12	...
New Haven and Northampton*	1,344,000	...	...	...
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	...
North Eastern (S. C.) preferred.	155,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	74
Ohio and Mississippi, pref.	3,500,000	7	7	104
Paterson and Hudson,* guar.	630,000	8	8	...
Paterson and Ramapo,* guar.	248,000	5	5	...
Peoria and Bureau Valley,* guar.	1,200,000	...	...	...
Philadelphia and Erie,* guar.	5,998,700	...	...	...
Philadelphia and Reading, pref.	1,551,800	...	10	...
Philadelphia and Trenton,* guar.	1,099,720	...	10	...
Pittsfield and North Adams,* guar.	450,000	6	6	...
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	...
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	...
Portsmouth and Concord*	350,000	7	7	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	...
Rochester and Genesee Valley,* guar.	557,500	...	...	...
Rutland, preferred.	...	7	7	63
St. Louis, Alton and T. H., pref.	2,040,000	7	7	66
Sandusky and Cincinnati, pref.	445,500	6	6	48
Schuylkill Valley,* guar.	876,000	5	5	...
Shamokin Valley & Pottsville, guar.	889,450	5	5	...
Vol. Peoria & Warsaw 1st pref.	1,700,000	7	...	...
" 2d pref.	1,300,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	85
Troy and Greenbush,* guar.	274,000	7	7	...
Vermont and Canada,* guar.	2,500,000	8	8	...
Warren,* guar.	1,408,300	7	7	...
White Mountains,* guar.	200,000	5	5	...
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	...
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	...
Morris, preferred.	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,888,997	6	6	80
Union, preferred.	...	6	...	1
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	...	6	...	...
Mariposa Mining, pref.	...	7	7	...

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 7¢ per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, 8¢; Scrap Wrought, 8¢ per ton.	
Pig, Scotch, No. 1.....	51 — @ 53 —
Pig, American, No. 1.....	51 — @ 52 —
Pig, American, No. 2.....	50 — @ 51 —
Pig, American, Forge.....	47 — @ 48 —
Bar, Refined, English and American.....	— @ 105 —
Bar, Sweden, assorted sizes.....	(gold) 85 — @ 100 —
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val. (Store prices.)	
English, Cast., (2d and 1st quality), per lb.....	16½¢ — @ 18½¢
English Spring (2d and 1st quality).....	7½¢ — @ 10½¢
English Blister (2d and 1st quality).....	10½¢ — @ 17½¢
English Machinery.....	11½¢ — @ 13½¢
English German (2d and 1st quality).....	10½¢ — @ 12½¢
American Blister.....	— @ 12 —
American, Cast, Tool.....	15 — @ 16 —
American, Spring.....	9 — @ 11 —
American Machinery.....	10 — @ 10½¢
American German.....	— @ 11 —
NAILS—DUTY: Cut, 14; Wrought, 24; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)	
Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb.....	— @ 5 75
Cut, 8d. and 6d.....	— @ 6 —
Cut, 6d. and 7d.....	— @ 6 25
Cut, 4d. and 5d.....	— @ 6 50
Cut, 3d.....	— @ 7 25
Cut, 2d and 3d. Fine.....	— @ 8 —
Cut Spikes, all sizes.....	6 25 — @ 7 75
Cut, Finishing, Casing, Box, &c., 10d to 8d.....	7 25 — @ 7 75
Clinch, Kege.....	7 25 — @ 7 75
Horse Shoe, Forged (No. 10 to 6).....	21 — @ 33 —
Copper.....	— @ 45 —
Yellow Metal.....	— @ 30 — 32
TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.	
Banca.....	(gold) per lb. — @ 50 —
Straits.....	(gold) — @ 34 — 37
English.....	(gold) — @ 34 — 37
Plates—Fair to good brands.....	Gold — @ 15 50
I. C. Charcoal.....	per box 13 75 — @ 13 50
I. C. Coke.....	12 — @ 12 50
Coke Terne.....	10 50 — @ 10 75
Charcoal Terne.....	12 — @ 13 — 14 — 15 —
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 48 gravity (in bulk).....	13½¢ — @ 17½¢
Crude, 40 @ 47 gravity (in shipping order).....	17½¢ — @ 23½¢
Refined, Standard White (in ship's order).....	23½¢ — @ 24½¢
Refined, S. W. (in jobbing lots).....	— @ 24 —
Refined, S. W. (in tin).....	28½¢ — @ 29 —
Naphtha, Refined, (65 @ 73 gravity).....	— @ 18 —
Residuum.....	per bbl. 4 — @ 9 —
COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.	
All Cash.	
Copper, New Sheathing, (over 12 oz.) per lb.....	— @ 43 —
Copper, Bolts.....	— @ 45 —
Copper, Braziers' (over 16 oz.).....	— @ 45 —
Copper, Nails.....	— @ 45 —
Copper, Old Sheathing, &c., mixed lots.....	26 — @ 28 —
Copper, Chile Pig.....	32½¢ — @ 33 —
Copper, American Ingot.....	41 — @ 33 —
Yellow Metal, New Sheathing and Bronze.....	— @ 30 —
Yellow Metal, Bolts.....	— @ 32 —
Yellow Metal, Nails.....	30 — @ 32 —
LEAD—DUTY: Pig, 2¢ per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.	
Spanish.....	(gold) per 100 lb. — @ 6 62½
German.....	(gold) — @ 6 62½
English.....	(gold) 6 62½ — @ 7 12½
Bar.....	— @ 8 75 —
Pipe.....	— @ 11 —
Sheet.....	— @ 11 —
Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.50 pr. lb.	
COAL—DUTY: Bituminous, \$1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, \$1.25; other, 40 cents per 26 bushels of 80 lb. to the bushel.	
Newcastle Gas.....	per ton of 2240 lb. — @ 8 —
Liverpool Gas Cannel.....	— @ 12 —
Liverpool House Cannel.....	— @ 15 —
Anthracite.....	per ton of 2,000 lb. 4 — @ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending June 12.

	Th. 6.	F. 7.	Sat. 8.	M. 10.	Tu. 11.	W. 12.
Antion Co.....	98	98½	97½	99	.....	.....
Central Pacific Co.....	105½	104½	.....	105½	105	105
Central of N. Jersey.....	110	110½	110	.....	110	110
Chicago & Alton.....	116½	.....	.....	.....	.....	.....
.. pref.....	.....	.....	.....	.....	.....	.....
.. 1 M.....	.....	.....	.....	105	.....	.....
.. S. F.....	.....	.....	.....	.....	.....	.....
.. Inc. bds.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Q.....	130½	.....	.....	.....	.....	.....
.. 8s, 1883.....	.....	.....	.....	.....	.....	.....
Chic. & Northwestern.....	73½	74½	73½	73½	73½	72½
.. pref.....	.....	.....	94½	94½	94½	94½
.. 1st M.....	.....	101	.....	101	.....	.....
.. S. F.....	.....	.....	.....	.....	.....	.....
.. Consol.....	99	.....	.....	.....	.....	.....
Chic. Rock Isl. & Pac.....	110½	111	111½	110½	110½	110½
Chl., R. I. & Pa. 7s, 1896.....	.....	.....	.....	.....	.....	.....
Clev., Col., C. and Ind., 8s.....	93	93½	94	94	94	94
Clev. & Pittsburg guar., 91.....	91	91	91	91	91	91½
.. 2 M.....	.....	.....	.....	.....	.....	.....
.. 3 M.....	.....	.....	.....	.....	.....	.....
.. 4 M.....	.....	.....	.....	.....	.....	.....
Clev. and Toledo.....	.....	.....	.....	.....	.....	.....
.. S. F. 7s.....	37½	37½	38	37½	37½	37½
.. 1 M.....	90½	90½	90½	90½	90½	90½
.. 2 M.....	.....	.....	.....	78	.....	.....
Del. & Hudson Canal.....	120	120	120	120	120	121
Del. Lack. & Western.....	107½	107½	107½	107½	108	107½
.. 1 M.....	.....	.....	.....	.....	100½	.....
.. 2 M.....	.....	.....	.....	.....	.....	.....
Dubuque & Sioux City.....	60½	64½	61½	61½	61½	59
Erie Railway.....	60½	84	61½	83½	61½	59
.. pref.....	.....	.....	.....	.....	.....	.....
.. 1 M. 7s, 1897.....	.....	.....	.....	.....	.....	.....
.. 2 M. 7s, 1879.....	.....	.....	.....	.....	.....	.....
.. 3 M. 7s, 1883/100.....	.....	.....	.....	.....	.....	.....
.. 4 M. 7s, 1880.....	.....	94½	.....	.....	.....	.....
.. 5 M. 7s, 1888.....	.....	.....	.....	.....	.....	.....
Great Western 2d mort.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph.....	.....	41	.....	41	.....	.....
.. pref.....	60	.....	.....	.....	.....	.....
.. 8s, conv. 92.....	92	.....	92	92	.....	.....
Hudson River.....	.....	.....	.....	.....	.....	.....
.. 2 M. S. F.....	.....	.....	.....	.....	.....	.....
.. 3 M. 7s, 1875/1014.....	.....	.....	.....	.....	.....	.....
Illinois Central.....	.....	.....	.....	.....	.....	.....
.. bonds.....	96	96	96	104½	96	95
Lake Shore & Mich. S. 7th. 96.....	96	96	96	96	96	95
Lake Shore Div. bonds.....	96	96	96	.....	.....	.....
Marietta & Cin. 1st pref.....	.....	.....	.....	.....	.....	28
.. 2d pref.....	.....	.....	.....	.....	.....	.....
Michigan Central.....	120	.....	.....	.....	.....	120
.. S. F. 8s, 1882, 115.....	.....	.....	.....	.....	.....	.....
M. S. and N. I. 1 M. S. F.....	.....	.....	.....	.....	.....	.....
.. 2 M.....	98½	98½	98½	.....	.....	.....
Mariposa Mining Co.....	.....	.....	.....	.....	.....	.....
.. pref.....	3	.....	.....	.....	.....	2½
Milw. and St. Paul.....	56	56½	56½	56	56	56½
.. pref.....	78½	78½	78½	.....	.....	.....
.. 1st mort.....	95	95	95	95	.....	.....
.. 2d mort.....	.....	.....	.....	.....	.....	.....
.. 8s.....	108½	.....	.....	.....	.....	.....
.. 7 3-10s con.....	.....	.....	.....	.....	.....	.....
Missouri Co.....	97	96	97½	.....	.....	.....
.. H. & St. J. iss.....	94	94	94	94	.....	.....
Morris and Essex.....	96	95	.....	.....	.....	94½
.. 1st mort.....	.....	.....	.....	.....	.....	.....
.. 2d mort.....	.....	100½	.....	100½	100	.....
New York Central.....	.....	.....	.....	.....	.....	.....
.. 7s, S. F. 1876.....	.....	.....	.....	.....	.....	.....
.. 6s, S. F. 1883.....	.....	93	92½	92½	.....	.....
.. 6s, S. F. 1887.....	.....	.....	.....	.....	.....	.....
N. Y. Cen. & Hud. Riv. 96½.....	97½	98½	97½	97½	97½	97½
.. certificates, 96½.....	97½	98½	97½	97½	97½	97½
N. York and Harlem.....	121	122	121½	120	.....	120
.. pref.....	.....	.....	.....	.....	.....	.....
.. 1 M. 7s, 1873.....	.....	.....	.....	32½	32½	.....
N. Carolina 6s, old.....	.....	.....	.....	.....	21	.....
.. new.....	20½	.....	.....	.....	.....	.....
Ohio and Miss.....	46½	47½	47½	46½	47	46½
.. pref.....	.....	.....	.....	.....	.....	.....
.. 1st M.....	.....	.....	.....	.....	.....	.....
Pacific Mail S. S. Co.....	75	75½	76½	75½	74½	74½
Panama.....	117	.....	117	117	.....	.....
Phila. and Reading.....	.....	.....	.....	.....	.....	94½
Pitta., Ft. W. & Chi. gtd. 98½.....	98	98	.....	.....	105	.....
.. 1 M.....	.....	.....	.....	.....	.....	.....
.. 2 M.....	86½	.....	.....	.....	.....	86½
.. 3 M.....	.....	.....	.....	.....	.....	.....
Quicksilver Mining Co. 33.....	36	37½	.....	36½	36½	.....
St. L., Alton & T. H.....	.....	.....	.....	.....	.....	.....
.. pref.....	.....	.....	48	.....	.....	.....
.. 1 M.....	94½	97½	.....	.....	.....	.....
.. 2 M pref.....	.....	.....	.....	.....	.....	.....
.. Income bds.....	.....	.....	.....	.....	.....	78½
Tennessee 6s, old.....	72½	72½	73	73½	73½	73½
.. new.....	.....	.....	.....	.....	.....	73½
Tol., Wab. & Western.....	76½	76½	76½	76	76½	76½
.. pref.....	.....	.....	.....	.....	.....	.....
.. 1 M.....	.....	.....	.....	97½	.....	.....
.. 2 M.....	.....	.....	.....	93	93	.....
.. Equipment.....	.....	.....	.....	.....	.....	.....
.. St. Lou. Div.....	93½	93½	.....	93½	93½	93½
Union Pacific.....	39	40	39½	39½	39	39½
.. 1st mort.....	94	94½	94	94	94	94½
.. L. Gt. 7s.....	81	81	81	81	81	81½
.. Inc. 10s.....	86½	86½	86½	86½	86½	86½
Virginia 6s, old.....	48	.....	.....	.....	.....	86½
.. new.....	54	.....	.....	.....	.....	.....
.. consol.....	56	56	56½	57	.....	.....
.. def. cert.....	17	.....	.....	17	.....	.....

New York Stock Exchange.

Actual Sale Prices for the week ending June 12.

Th.6. F.7. Sat.8. M.10.Tu.11.W.12

FEDERAL STOCKS:—

U. S. 6s, 1874, reg.	111	111	111	111	111
U. S. 6s, 1874, coup.	111	111	111	111	111
U. S. 6s, 10-40s, reg.	111	111	111	111	111
U. S. 6s, 10-40s, coup.	112	112	112	112	112
U. S. 6s, 1881, reg.	113	113	113	113	113
U. S. 6s, 1881, coup.	113	113	113	113	113
U. S. 6s, 1881, reg.	115	115	115	115	115
U. S. 6s, 1881, coup.	120	120	120	120	120
U. S. 6s, '81, O.W.L.	120	120	120	120	120
U. S. 6s, 5-20s, reg. '62.115	115	115	115	115	115
U. S. 6s, 5-20s, c. 1862.	115	115	115	115	115
U. S. 6s, 5-20s, reg. '64.	114	114	114	114	114
U. S. 6s, 5-20s, c. 1864.	115	115	115	115	115
U. S. 6s, 5-20s, reg. '65.	115	115	115	115	115
U. S. 6s, 5-20s, c. n. '65.117	117	117	117	117	117
U. S. 6s, 5-20s, reg. '67.	118	118	118	118	118
U. S. 6s, 5-20s, c. 1867.117	117	117	117	117	117
U. S. 6s, 5-20s, reg. '68.	114	114	114	114	114
U. S. 6s, 5-20s, c. '68.114	114	114	114	114	114
U. S. 6s, Pac.R.R. issue.114	114	114	114	114	114

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 11.

W.5. Th.6. F.7. Sat.8. M.10.Tu.11

Catawissa preferred	45	45	45	45	45
Camden and Amboy	127	127	127	127	127
.. 6s, 1875	92	92	92	92	92
.. 6s, 1883	92	92	92	92	92
.. 6s, 1889	90	90	90	90	90
.. mort. 6s, '89	94	94	94	94	94
Elmira & Williamsport	96	96	96	96	96
.. pref.	96	96	96	96	96
.. 7s	96	96	96	96	96
Lehigh Navigation	44	44	44	44	44
.. 6s, 1884	44	44	44	44	44
.. Gold L.	90	90	90	90	90
.. R. R. L.	90	90	90	90	90
.. Conv. L.	90	90	90	90	90
Lehigh Valley R.R.	60	60	60	60	60
.. 6s new coup.	97	97	97	97	97
.. 6s new reg.	97	97	97	97	97
Little Schuylkill R.R.	47	47	47	47	47
.. 7s	47	47	47	47	47
Minehill	54	54	54	54	54
Morris Canal	125	125	125	125	125
.. pref.	125	125	125	125	125
North Pennsylvania	51	51	51	51	51
.. 6s, 1880	102	102	102	102	102
.. 7s	97	97	97	97	97
.. 10s, 1887	97	97	97	97	97
Northern Central	38	38	38	38	38
Oil Creek & Alleg. Riv.	38	38	38	38	38
.. 7s	38	38	38	38	38
Pennsylvania R.R.	59	59	59	59	59
.. 1st M.	101	101	101	101	101
.. 2d M.	95	95	95	95	95
.. Gen. mort.	95	95	95	95	95
.. reg.	94	94	94	94	94
Penn. State, 6s, 1st series	103	103	103	103	103
.. 6s, 2d series	106	106	106	106	106
.. 6s, 3d series	106	106	106	106	106
Philadelphia City, 6s	94	94	94	94	94
.. new	94	94	94	94	94
Philad. Germ. & Nor.	88	88	88	88	88
Phila. & Reading	60	60	60	60	60
Philadelphia and Erie	28	28	28	28	28
.. 6s	28	28	28	28	28
.. 7s	92	92	92	92	92
Phila. Wilm. & Balt.	93	93	93	93	93
Schuylkill Navigation	7	7	7	7	7
.. pref.	16	16	16	16	16
.. 6s, 1882	80	80	80	80	80
.. 6s, 1876	80	80	80	80	80
.. 6s, 1872	80	80	80	80	80
Hestonville, (Horse)	20	20	20	20	20
Chestnut & Wal.	64	64	64	64	64
Green & Coates	64	64	64	64	64
2d and 3d streets	64	64	64	64	64
Spruce and Pine	64	64	64	64	64
15th and 15th sts.	64	64	64	64	64

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 11.

W.5. Th.6. F.7. Sat.8. M.10.Tu.11

Baltimore City 6s, 1875	99	99	99	99	99
.. 1880	100	100	100	100	100
.. 1884	100	100	100	100	100
.. 1900	100	100	100	100	100
Balt and Ohio	165	165	165	165	165
.. bonds, 1875	165	165	165	165	165
.. 1880	97	97	97	97	97
Marietta & Cin. 1st M.	93	93	93	93	93
.. 2d M.	89	89	89	89	89
.. 3d M. 8s	84	84	84	84	84
Northern Central	88	88	88	88	88
.. bonds, 1885	88	88	88	88	88
.. 1900	88	88	88	88	88
Pittab. & Connellsv. 7s	96	96	96	96	96
N. W. Va. 1st mort.	55	55	55	55	55
.. 2d mort.	55	55	55	55	55
.. 3d mort.	55	55	55	55	55
Virginia 6s, Consol.	55	55	55	55	55
Defer. Certif. 1st	17	17	17	17	17
City Passenger R.R.	35	35	35	35	35

Boston Stock Exchange.

Actual Sale Prices for the week ending June 12.

Th.6. F.7. Sat.8. M.10.Tu.11.W.12

Boston and Albany	148	148	148	148	148
Boston and Lowell	140	140	140	140	140
Boston and Maine	140	140	140	140	140
Boston and Providence	140	140	140	140	140
Boston, Hartford & Erie	64	64	64	64	64
.. 7s, new	45	44	44	43	43
Cheshire, pref.	84	84	84	84	84
Chl. Burl. & Quincy	129	131	131	131	131
Concord	134	134	134	134	134
Connecticut River	104	104	104	104	104
Eastern	104	104	104	104	104
Fitchburg	138	138	138	138	138
Manchester & Law'ree	119	119	119	119	119
Michigan Central	119	119	119	119	119
Northern, N. H.	115	115	115	115	115
Ogdens & Lake Cham.	89	88	88	88	88
.. pref.	104	104	104	104	104
Old Colony & Newport	112	112	112	112	112
Ph. Wil. & Baltimore	56	56	56	56	56
Port'd, Saco & Ports	134	134	134	134	134
Union Pacific	39	39	39	39	39
.. 6s	91	91	91	91	91
.. Land Grant 7s	80	80	80	80	80
.. Income 10s	83	84	83	84	84
Vermont & Canada	94	93	94	94	93
Vermont & Mass.	82	82	82	82	82
South Boston (Horse)	104	104	104	104	104
Cambridge	72	72	72	72	72
Metropolitan	72	72	72	72	72
Middlesex	13	13	13	13	13
Central Mining Co.	9	9	9	9	9
Copper Falls	11	11	11	11	11
Franklin	11	11	11	11	11
National	11	11	11	11	11
Pewabic	53	54	54	54	54
Quincy	53	54	54	54	54

London Stock Exchange.

Closing Prices—

May 24. May 31.

Atl. & Gt. West. N. Y. sec. 7 per ct	74	77	74	77
1st mort. 1880	62	65	63	65
Do. do., 2d mort. 1881	39	40	39	40
Do. Penn. 1st mort. 1877	99	102	100	102
Do. do., 2d mort. 1882	88	89	89	90
Do. Consol. 7 per cent. mort. 1890	75	77	75	77
Detroit and Milwaukee 1st mort. 7s	75	77	75	77
Do. 2d mort. 8 p. c.	54	55	54	55
Erie shares 100 dol. all paid	54	55	54	55
Do. sterlg. 6 p. c. convertible bonds	90	92	91	93
Illinois Central, 6 per cent. 1875	110	111	109	110
Do. Redemption mort. bonds 6 p. c. 110	110	111	109	110
Do. 100 dol. shares, all paid	82	85	82	85
Marietta and Cincinnati 7s	90	100	90	100
Michigan Central 8s, conv. 1869	89	91	89	91
Panama 2d mort. 7s, 1872	89	91	89	91
Panama General mort. 7s, 1897	99	101	99	101
Penn. R. R. bonds, 2d mort. 6 per ct.	96	97	96	97
Do. General mort. 6 p. c. 1910	46	48	46	48
Do. 50 shares	96	98	96	98
Philadelphia and Erie 1st mort. 1881	96	98	96	98
Do. with option to be paid in Phila.	96	98	96	98

American Railroad Journal.

Saturday, June 15, 1873.

Stock Exchange and Money Market.

Money has been in more liberal supply, and having been in less urgent request, for all purposes, rates have been tending downward. Call loans have been quoted at from 4@6, generally 5@6; and choice to good discounts at 6@8, with the bulk of the new business in strictly prime grades of commercial paper reported at 6½@7 per cent. per annum. The banks have been adding to their cash reserves, and the last weekly exhibit was deemed a favorable one, having shown a considerable gain of legal tender notes, with an addition to their deposit line, which encouraged them to enlarge their average loan, and discounts. The Government office, while augmenting its currency balance, materially reduced in specie reserve. The U. S. Sub-Treasury office again reduced its coin balance nearly 3¼ millions and enlarged its currency over 1½ millions. The city banks added to their loan and discount average nearly 2½ millions during the week, and again reduced their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance at the close of business on Tuesday of \$6,815,447, and a coin reserve of \$48,515,935.

The city banks, in their latest return, show an increase of \$1,827,000 of legal tender notes with a decrease of \$992,800 of specie, and an increase of \$1,230,500 of deposits, also an addition of \$2,438,400 to their loan and discount averages, and a reduction of \$19,500 in their item of circulation. The city bank exchanges, last week, averaged 99¼, and thus far, this week, about 115¾ millions daily. The banks now hold \$11,753,125 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$20,846,000, against \$12,716,153 same time last year. The city bank deposits are now \$227,801,400 against \$241,894,386, week ending June 10, 1871. The legal tender reserve amounts to \$55,108,100, against \$70,410,441 same time last year. The circulation now stands at \$27,502,500 against \$30,740,411 same time last year. The loans are now \$287,113,200 against \$293,810,161 at this date last year.

The coin reserve of the city banks is now about 20¾ millions as against about 28¾ millions on the 6th of January; the legal tender reserve is about 55¼ millions against \$46,616,000 on the statement of February 10th.

Government revenues have been yielding more liberally, since our last. The excises yielded within the week about 3¼ millions, and thus far since July 1, 1871, \$122,158,109. The customs at the port of New York last week were \$1,927,734; at the outports, equal to about \$650,000 all in coin, or coin certificates.

Under the June programme of the Treasury Department, Government proposes to sell Gold, as follows: Thursday, June 20—Two Millions. Thursday, June 27—Two Millions. And to buy in bonds as follows: Wednesday, June 19—Two Millions. Wednesday, June 26—Two Millions.

The Treasury Department, on Monday, controlled a coin reserve of \$86,000,000, (including \$25,000,000 represented by outstanding coin certificates) and a currency balance of eight millions.

Gold has been in less demand, particularly on speculative account, and the price has shown much less firmness toward the close. The customs drain has been a moderate one, and the specie outflow to foreign ports has been on a reduced scale. The recent successful negotiations in foreign markets of American railway loans tended to lessen the call for specie for shipment.

The range of the price during the week has been from 113¾@114½ and the closing quotation on Wednesday was 114½ against 114½ the preceding Wednesday. The specie outflow, last week, was \$3,782,639. The Gold Exchange Bank clearances have averaged about 46 millions per day during the week.

The specie exports from this port on Wednesday were only \$362,694.

The customs demand for Gold last week, averaged \$334,667 a day; thus far, this week, it has averaged \$328,000 a day, or equal to a weekly aggregate of \$1,968,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$2,784, and since Jan. 1, 1872, \$708,860, against \$3,046,794 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been

\$148,425,196 against \$140,458,844 same time in the preceding fiscal year 1870-71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to June 8, 1872, \$75,715,407, against \$84,912,515 same time in 1870-71.

The export drain of specie was \$3,792,689 last week, against \$1,520,560 same week preceding year. The shipments since July 1, 1871, have been \$53,518,485 against \$77,312,241 same time in 1870-71.

Foreign Exchange has been in less confident demand and less buoyant as to price. Bankers' sixty day bills on London closed on Wednesday at 109½@109½; sight bills on London, 110½@110½.

The produce exports from this port, week ending with June 11, were to the currency value of \$5,065,570.

There has been a good demand noted for Government securities, chiefly for investment purposes at well supported prices, though the later dealings indicated less buoyancy as to values. On Wednesday, Government bought in only \$47,850 of Five-Twenties at 118.87, net, out of an aggregate offering of \$921,750.

U. S. sixes of 1881 closed here on Wednesday of the current week at 120½@120½; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 114½@114½; U. S. Five-Twenties of 1864 at 114½@114½; U. S. Five-Twenties of 1865, 115½@115½; U. S. Five-Twenties of 1866 consolidated, 117@117½; U. S. Five-Twenties of 1867, 117½@117½; U. S. Five-Twenties of 1868, 117½@117½; U. S. Ten-forties at 111½@112½; U. S. Fives of 1881 (Funding Loan) 112½@113½; Six per cent. currency bonds, 114½@114½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 29.	June 5.	June 12.
Consols	93½	92½	92½
U. S. 5-20's of 1862..	90½	90½	90¾
U. S. 5-20's, 1865....	91¾	91½	91¾
" 1867	93¾	93½	93¾
" 10-40s	89¾	89½	89½
New Fives of 1881...	—	89¾	89¾
Erie	—	50½	48½

State bonds have been in comparatively light request and less firm in price, closing dull.

In the most popular of the Railway mortgage loans, there has been a fair investment business reported at full rates. Few round lots of the older issues have been available. Central Pacific Sixes have been in good request at 104½@105. Chesapeake and Ohio have been selling to a fair extent at 94 per cent. and accrued interest.

Railway and Miscellaneous share property has been attracting less attention, and values have shown less buoyancy. The speculative dealings have been much lighter.

The Metal markets have been devoid of animation, in most lines. Ingot Copper has been dull, but steady; 100,000 lbs. at 33c. Scotch Pig-Iron has been offered more freely and quoted easier in price, on a very moderate demand; sales 300 tons Glengarnock, in lots, at \$49, with Eglington quoted at \$47@48. American Pig has been in good request and quoted quite firm, with sales reported of 1,000 tons at \$51@52, and 1,500 tons Crane (repurchased by the company) on private terms. American Iron Rails have been actively sought

after, and 3,000 tons have been purchased at \$85. Other kinds of iron have been quiet at unchanged figures. Lead and Spelter dull at old rates. Pig-tin dull at 36½c@37c. gold for Straits. Tin Plates very quiet at former quotations, with sales reported of 400 boxes Assorted Charcoal on private terms. Of Zinc, 30 casks Musselman were sold at 8½c., gold.

There has been a fair business in the leading kinds of domestic produce, at generally firm prices. Corn has been exceptionally brisk. Toward the close, values were rather weaker, on a less confident demand. Middling upland cotton closed on Wednesday at 26¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,637,811 bales, against 3,826,972 bales same time in the preceding year; exports 1,874,022 bales against 2,989,567 bales in the previous year; stock at the ports at latest dates, 179,002 bales against 254,360 bales same date 1871.

At the Live Stock Markets, Beeves continue in fair demand at 10½@14 cts.; Veals at 6@9 cts.; Sheep at 6¼@8¼; Lambs 10@14 cts.; Swine, dull at 4¼@4¾ cts. per lb., all live weight. The week's receipts were 9,023 Beeves, 4,011 Veal Calves, 20,708 Sheep and Lambs; and 44,120 Swine.

Foreign goods have been moderately sought after within our previous range as to values, in most instances. Coffee has been quoted scarce. The week's imports of foreign goods reached the amount of \$6,182,999 including \$1,086,419 of dry goods.

Ocean freights have been fairly active, particularly in the line of Grain engagements at firmer rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Miss. 2d mort., 89; do. consol., 99; Joliet and Chicago 1st mort., 109½; Boston, Hartford and Erie, R. R., 7½; do. 1st mort., 44½; do. guar. bonds, 62; East Tenn., Va. and Ga. 1st mort., 95; Toledo, Peoria and Warsaw 1st mort., W. D., 98½; do. 2d mort., 84½; St. Louis and Iron Mt. R. R., 101½; do. 1st mort., 99½; Cleveland and Pittsburg consol., 95; Albany and Susq. R. R., 96; do. 2d mort., 98; Missouri, Kansas and Texas R. R., 41¼; Long Dock bonds, 95; Han. and Cent. Mo. 1st mort., 88; Pekin, Lincoln and Dacatur 1st mort 88; North Missouri 1st mort., 95; Rome, Watertown and Ogdensburg R. R., 98; Cedar Falls and Minnesota 1st mort., 86¾; Central of New Jersey 1st mort., 106; Milwaukee and St. Paul 1st mort., Iowa div., 91; Cincinnati, Lafayette and Chicago 1st mort., 84; Lake Shore consol., 101; Toledo, Wabash and Western consol., 93¾; Western Union Tel., 76¾; do. 7s, 96; Mariposa Tr. Cer. 10s, 25; U. S. Exp. Co., 87½; Am. Mer. Union Exp., 79; Adams Exp., 98; Cumberland Coal and Iron, 71; Consol. Coal of Md., 44; Maryland Coal, 21; Quicksilver pref., 46½; Brooklyn 6s, W. L., 97¾; North Carolina 6s, special tax, 15½; do. 7½ per cent. off, 18½; Georgia 7s, 87½; Louisiana 8s., Levee bonds, 79; South Carolina 6s, new, Jan. and July, 33½.

Philadelphia.—United Company of New Jersey, 128½; Camden and Atlantic R. R., 30; do. pref., 40; Nesquehoning R. R., 56; Philadelphia and Trenton R. R., 126¾; Allegheny Valley 7 3-10s,

98; Huntingdon and Broad Top Mt. 1st mort., 101½; do. consol., 48½; Northern Central 6s, 1885, 94¾; Lehigh Valley 7s, new, 105½; Philadelphia and Reading Gen. mort. 7s, 102½; Pennsylvania and New York Canal 7s, 97½; Wilmington and Reading 7s, 100; Connecting R. R. bonds, 88; West Jersey R. R. 6s, 86; Catawissa 7s, new, 99½; Pennsylvania Canal 6s, 77; Morris Canal boat Loan, 93; Belvidere Delaware 3d mort., 83; New Jersey State 6s, exempt, 105; Fulton Coal, 5½. The latest quotations are; City 6s, 96½@96½; do. free of tax, 99½@100; Pennsylvania State 6s, W. L. 101@101; do. 1st series, 102¼@103¼; do. 2d series, 106@106; do. 3d series, 109@—; Philadelphia and Reading, 61¾@61½; do. mort. 7s, 1893, 102@—; do. mort. 6s, 1880, 98½@—; United New Jersey Co., 128½@128½; Camden and Amboy mort. 6s, 1889, 95¾@96; do. 1883, 92¾@—; do. 1889, 90½@90½; Pennsylvania R. R., 59¾@59½; do. 1st mort., 101¾@102; do. 2d mort., 97½@98; do. General mort. coupon, 96@—; do. reg., 95½@96½; Little Schuylkill R. R., 47¾@48; Morris Canal, 51@52; do. pref., 125@125; do. 6s, 94½@96; Susquehanna Canal, 8¼@9; do. 6s, 78@80; Schuylkill Nav., 7½@8; do. pref., 15¼@15½; do. 6s 1882, 80¼@80½; Elmira and Williamsport pref., 43@—; do. 7s, 1873, 96@—; do. 6s, 59@60; Lehigh Coal and Navigation, 44½@45; do. 6s, 1884, 91@91; do. R. R. Loan, 94¾@94¾; do. Gold Loan, 95½@95½; North Pennsylvania 50@51½; do. 6s, 102½@102½; do. 7s, 96¾@97¼; do. Chattle 10s, 110@116; Philadelphia and Erie, 28@28¼; do. 6s, 89¾@90; Minehill, 53@54; Catawissa, 16@18; do. pref., 46½@46¾; Lehigh Valley, 60¼@60¼; do. 6s, new coupon, 96@—; do. reg., 98@—; do. 7s, 105½@105½; Fifth and Sixth streets, (horse,) 46½@47; Second and Third, 64@68; Thirteenth and Fifteenth, 20@20½; Spruce and Pine, 33@34; Green and Coates, 47@47; Chestnut and Walnut, 57@58½; Hestonville, 20@20½; Union, 75@—; Germantown, 35@37.

Boston.—Rutland R. R. scrip, 80; do. 7s, 1880, 70; Vermont Central 8s, 1891, guar., 99¾; do. 1st mort., 80; do. 2d mort., 31; Burlington and Missouri River R. R., in Iowa, 113; do. 8s, 109; do. 8s, in Nebraska, 102¼; Cincinnati, Sandusky and Cleveland R. R., 22¼; Boston and Albany 7s, 1892, 107; Vermont and Massachusetts 6s, 1883, 93¼; Kalamazoo, Allegan and Grand Rapids 8s, 1889, 92½; Central Railroad of Iowa 7s, 1899, gold, 90¾; Cedar Rapids and Missouri 7s, 1916, 89; Michigan Central 7s, 1892, 101¾; do. 8s, 109; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 82¾; do. 1900, land grant, 81¾; Chicago and Michigan Lake Shore 8s, 86¼; Omaha and Southwestern R. R. 8s, 92; Stansstead, Shefford and Chambly 7s, 80¾; Connecticut and Passumpsic Rivers R. R., 91¼; do. 6s, 92½; Nashua and Lowell R. R., 142¾; Eastern (N. H.) 96¼; Portsmouth, Gt. Falls and Conway R. R., 94; Cary Imp., 13½; Brookline Land, 6½; New Hampshire 6s, 1874, 98½; do. 1884, 99½; Maine 6s, 1889, 100¼; Vermont 6s, 1879, 100; Bath 6s, 1891, 90; St. Louis 6s, 1887, 90; Highgate Vt. 6s, 5.20s, 89; Portland 6s, 1887, 94¾; Lowell 6s, 1890, 98¾; Cincinnati 7s, 3-10s, 1889, 105½; Chicago 7s, 1895, 98½; Charlestown 6s, 1875, 98¾; do. 1892, 99½; Albany 6s, 1891, 94; Rox-

bury 6s, 1884, 101; Boston 6s, 1880, currency, 101½; Portland 6s, 1887, 95¾; Cleveland 7s, 1892, 102½; Hartford 6s, 1878, 98¾; Allouez Mining Co., 10½; Calumet and Hecla, 155; Hancock, 3½; International, Silver, 5½; Minnesota, 7; Petherick, 3½; Shuniah Silver, 9½.

Baltimore.—Northern Central 6s, 1900, gold, 96¾; Orange, Alexandria and Manassas 7s, 84½; Virginia and Tennessee 1st mort., 95; Central Ohio 1st mort., 87; Orange and Alexandria 4th mort. 8s, 84½; Richmond and Danville 1st mort., 78¾; Atlanta City 8s, 86; George's Creek Coal, 90. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 96½@96¾; Baltimore and Ohio, 150@152; do., pref., 99@—; do., 6s, 1875, 98½@—; do., 1880, 97@—; do., 1885, 96¾@97¼; Parkersburg Branch, 10@15; Northern Central 38½@39¼; do. 6s, 1885, 96@97; do., 1900, 87½@88½; do., 6s, 1900, gold, 96¼@96½; N. W. Va. 1st mort., 99½@100; do., 2d mort., 99@99½; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 99½@99¾; do., 2d mort., 7s, 89½@90; do., 3d mort., 8s, 84¼@84½; Central Ohio, 32@—; do., 1st mort., 86¾@87; Western Md. 1st mort. 6s, 1890, 87@93; do. 1st mort. guar., 96@97; do., 2d mort. guar., 96@—; do., 3d mort. guar., 96@97; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., —@90; Richmond and Danville bonds, 78½@80; Orange and Alexandria 1st mort. 6s, 91@—; do., 2d mort. 6s, 83@—; do., 3d mort. 8s, 90½@94; do., 4th mort. 8s, 85@85; Orange, Alex. and Manassas 7s, 84¼@84¾; Virginia and Tennessee 6s, 1st mort., 95@100; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 90@91; Baltimore 6s, 1875, 99½@100; do., 1884, 98½@—; do. 1886, 100½@100½; do., 1890, 98½@—; do., 1893, exempt, 99½@—; do., 1900, exempt, 98½@99; Memphis City 6s, 55@56; Maryland 6s, 1890, 99@100; do. Defense Loan, 1883, 102@104; City Passenger R. R., 25@25; George's Creek Coal, 98½@100; Atlantic Coal, 1.25@1.65.

The directors of the Colorado Central Railroad Company, recently elected, are: H. M. Teller, W. A. H. Loveland, C. C. Welch, R. D. Hall, and H. H. Given, of Colorado—Eastern Directors, F. Gordon Dexter, Fred L. Ames, Oliver Ames, T. E. Sickles, J. B. Taft and T. J. Carter. President, H. M. Teller; Vice President, Oliver Ames; Secretary and Treasurer, E. H. Rollins.

The third installment of \$100 per share on 1,477 shares (\$738,500) Boston and Lowell Railroad new stock (par \$500) voted February 6, 1871, will be due June 15. The two remaining fall due December 1, 1872, and July 1, 1873. Seven per cent is paid on the installments, or six per cent. on any sum anticipated.

Track laying on the Canada Southern Railway was commenced on the 1st of May, and by the 1st of December the road will be open for business from Buffalo to Amherstburg and Toledo and also the branch to St. Clair. A single track of steel rails is to be laid first, and as soon as it is completed a second track is to be laid.

The St. Louis, Jerseyville and Springfield Railroad is being pushed forward with commendable energy. The force under Col. J. B. Moulton, Chief Engineer, arrived at Chesterfield on the 1st inst.

Rhode Island and Massachusetts Railroad.

Another meeting of gentlemen interested in the construction of this road was held in Worcester, Mass., on the 7th inst. The route of the road as surveyed by Mr. E. H. Stone, the civil engineer, will commence at Worcester, passing through the towns of Millbury, Grafton, Milford, Upton, Franklin, Wrentham and Attleboro', in Massachusetts, to tide water near Providence, R. I.

The articles of association were taken up and discussed, and a company was formed under the general railroad law, to be known as the Rhode Island and Massachusetts Railroad. The capital stock was fixed at six hundred thousand dollars. The vote passed at the last meeting, fixing the gauge of the road at three feet, was reconsidered and the four feet eight and one-half inch gauge was adopted.

The following gentlemen were elected Directors: George F. Wilson and J. H. Southwick of Providence; Harvey Chace of Valley Falls; Wm. E. Rice, H. H. Chamberlain and L. L. Nelson of Worcester; Geo. F. Slocumb of Grafton; Wm. Knowlton of Upton; Samuel Walker of Milford; Gen. W. F. Draper of Hopedale; James P. Ray of Franklin; and H. N. Daggett of Attleboro'.

Illinois Central Railroad.

The statement of this Company for the month of May, 1872, is as follows:

LAND DEPARTMENT.			
Acres Construction Lands			
Sold.....	2,147.81	for	\$19,024 09
Acres Intert Fund Lands			
Sold.....	80.00	for	720 00
Acres Free Lands Sold...	471.44	for	4,778 96
Total sales during the m'th			
of May, 1872.....	2,699.25	for	\$24,523 05
To which add Town Lot			
Sales.....	.....	for	30 00
Total of all.....	2,699.25	for	\$24,553 05

Cash collected in May, 1872 \$48,710 97

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.			
	In Illinois.	In Iowa.	Total.
707 Miles.	402 Miles.	1,109 Miles.	
Freight.....	\$369,304 00	\$61,999 00	\$431,303 00
Passengers..	98,722 50	35,947 75	134,670 25
Mails.....	6,375 00	3,059 34	9,434 34
Other sources	58,625 00	2,340 66	60,965 66
Tot'l May '72.	\$533,026 50	\$103,346 75	\$636,373 25
Total actual			
earn'gs, May,			
1871.....	\$594,519 64	\$118,641 88	\$713,161 52

The following gentlemen have been elected directors of the New York Central and Hudson River Railroad Company: Cornelius Vanderbilt, William H. Vanderbilt, Horace F. Clark, Augustus Schell, James H. Banker, Samuel F. Barger, H. Henry Baxter, Joseph Harker, New York; Henry R. Pierson, Albany, N. Y.; Chester W. Chapin, Springfield, Mass.; George J. Whitney, Rochester, N. Y.; James M. Marvin, Saratoga Springs, N. Y.; Solomon Drullard, Buffalo, N. Y.

We learn that the work of tunneling West Point for the West Shore Railroad has been commenced. The tunnel will be three-fourths of a mile in length, and two years will be required for its completion.

The extension of the Portsmouth, Great Falls and Conway Railroad has been completed to North Conway, its terminus, 140 miles from Boston.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in gold. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, \$1,000, \$500 and \$100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO., BANKERS, NO. 11 WALL STREET.

A dividend of three per cent. on the preferred and common stock of the Central Ohio Railroad Company, as reorganized, has been declared for the six months ending 31st May ultimo, payable at the Treasurer's Office, Baltimore and Ohio Railroad Company, in Baltimore, on and after the 22d instant.

The Philadelphia, Wilmington and Baltimore Railroad Company have declared a dividend of four cent., pay July 5.

The Chicago and Northwestern Railway Company have declared a dividend of three and one-half per cent. on the preferred stock, payable on and after the 27th of June.

The New York and Harlem Railroad Company have declared a dividend of four per cent., payable on the 1st day of July next.

The Fitchburg Railroad Company has declared a dividend of \$4 per share, free of National and local taxes, payable July 1.

Locomotives are now being shipped to Russia from the Baldwin Works, Philadelphia. Nearly 40 locomotives are made at these works every month.

Journal of Railroad Law.

RAILROAD COMPANIES—WHAT IS THEIR LIABILITY FOR UNCALLED-FOR BAGGAGE OF PASSENGER, WHEN HE HAS LEFT THEIR CARE.

The facts in the recent case of *Burnell vs. The New York Central R. R. Co.*, (45 N. Y., 184,) are fully and clearly stated in the following opinion by—

CHURCH CH. J.—The plaintiff took passage at Palmyra, on the defendants' road for New York, and purchased a ticket and checked his trunk to the latter place. On his arrival in New York, the plaintiff, without calling for his baggage, went to Brooklyn, and the second day after his arrival presented his check and demanded his trunk but it could not be found, and has not since been found. This action was brought to recover the value of the trunk and contents. The Referee found that the trunk was lost through the negligence of the defendants and their servants, and that the plaintiff was entitled to recover upon which a judgment was entered, which was reversed by the General Term, in the first district, and a new trial ordered, from which the plaintiff appealed to this Court.

The Supreme Court placed its decision upon the ground that the defendants' liability ceased with the transportation of the trunk by the Hudson River Railroad Company to New York, and its realness to deliver it within a reasonable time after arrival, and that whatever responsibility was incurred afterward, in keeping or storing it, was incurred by the latter company, for which the defendants were not liable.

The correctness of this decision depends upon the nature of the contract between carrier and passenger, in respect to the custody and loss of baggage upon the failure of the owner to call for it within a reasonable time after its arrival at the place of destination.

As to what is a reasonable time cannot be definitely determined but must be left to the circumstances of each case. Up to the expiration of that period the strict liability of common carriers continues. After that a modified liability analogous to that of warehouseman only exists. The rule of exemption from strict liability was carried to the utmost limit of propriety, to say the least of it in *Roth vs. Buffalo and State Line R. R. Co.* (34 N. Y. 628.)

It is unnecessary to attempt a definition of *reasonable time* as applied to this subject in this case, because it is clear that sufficient time had elapsed to relieve the carrier from his peculiar liability as insurer of the property. But there still remained a duty or obligation on the part of the Hudson River Company, to exercise ordinary care in keeping and preserving the property until it was called for or was disposed of according to law. The question is whether this obligation, with its modified liability, was imposed by the contract of carriage, or whether it was a new and independent obligation, arising from the unprovided-for and accidental circumstances of leaving the trunk in possession of the carrier. If the latter is the correct theory, then the defendants are not liable, and the action should have been against the Hudson River Company; if the former, they are liable, because by their contract they assumed the responsibility of every duty and obligation imposed by the contract of carriage. The Hudson

River Company were then agents in performing the contract.

In considering such questions, it is proper to regard the improved facilities of traveling with its incidental contingencies, accidents and conveniences, and the usual mode of transacting such business, to the end, that while on the one hand onerous unnecessary duties should not be imposed upon the carrier by an unnatural or arbitrary construction of the contract, on the other hand, that it should be so construed as to afford reasonable protection to the public. The rule applicable in the construction of all contracts, that existing facts and all the surrounding circumstances are to be regarded for the purpose of effectuating the intent of the parties is also to be applied. I think the duty or obligation referred to, of storing the property and exercising ordinary care to preserve and protect it upon the happening of the contingent event of its not being called for, was incurred at the time the contract was made, and is a part of the contract itself. It is to be presumed that the parties intended to provide for every contingency incident to the subject of the contract.

Leaving baggage with a carrier by railroad, either for temporary convenience, from necessity, sickness or accident is not such an unusual exceptional circumstance, as to create a presumption, that it was not within the contemplation of the parties at the time the contract was made.

The duty of exercising care over property thus remaining in their possession, is a part of the duty of carriers, incidental it is true to their principal or main duty, but nevertheless incumbent upon them, and it is no less a duty growing out of their relation of carriers, because their liability is mitigated to that of ordinary bailees for hire. Besides this is the ordinary mode in which this business has been transacted, as the evidence in this case shows and as all railroad companies are in the habit of doing. Baggage thus left is and always has been kept and cared for, and the manner of disposing of it, if not finally called for, was long since regulated by law (Law of 1887, p. 311), and it is presumed that the parties contracted with reference to the existing state of facts, and to the customary manner of transacting such business.

The other view terminates all relations between carrier and passenger immediately upon the expiration of the "reasonable time," within which the baggage must be called for, and transforms the carrier into a mere accidental finder, or gratuitous bailee liable only for gross negligence. In other words, it makes two contracts in every case where baggage is left, and complicates the rights and duties of the respective parties, and while it essentially impairs the security of the public confers no substantial benefit upon the carrier. Its tendency would be to induce carelessness and negligence where care and vigilance is necessary. The fair construction of the contract is that the defendants agreed for a consideration to transport the plaintiff and his trunk to New York, and deliver the latter to him on its arrival, if called for, if not that it should be properly stored, and reasonable care exercised to prevent injury or loss until it was called for, or was lawfully disposed of. This simplifies the transaction, carries out the intention of the parties, legalizes the uniform

practice, and does justice to the carrier and the public. Although the rule on this subject has not been very definitely settled, yet the principles herein indicated are not new (*Cary vs. Cleveland and Toledo R. R. Co* 29 Barb. 85.).

These views in effect determine the liability of the defendants to this action. The Hudson River company being the agents of the defendants in performing the contract, and the contract of storage, being a part of the original contract of carriage, it follows that the defendants are liable for the loss in that case if any one is liable. Allen J. in 29 Barb. 85, said "There was but one contract, one hiring and one consideration paid for the carriage and storage of the baggage; the contract for storing resulting from and being an incident to the main contract for carriage. It follows that the party liable upon the main and express contract, is liable upon the incidental and implied contract, and the Buffalo and State Line Road, in the storage as in the carriage of the trunk must be deemed the agent of the defendant performing its contract."

The only remaining question is whether a cause of action was established, based upon the negligence of the Hudson River Company. The failure of that company to produce the subject of bailment when demanded, *prima facie* established negligence and want of due care. When there is a total default to deliver the goods bailed on demand, the *onus* of accounting for the default lies with the bailee. It is claimed that the failure to produce the trunk, and the charge of negligence is fully met by the evidence produced on the part of the defendants, that the building used for storing baggage was safe and in charge of trusty agents and servants, and properly guarded night and day. There was no evidence as to how this particular trunk got out of the possession of the Hudson River Company. If it had been burned or stolen, without fault on their part, the defendants would not have been liable.

The evidence certainly shows commendable vigilance in the general arrangements to protect this class of property, but it fails to point out how or by what means this trunk was lost. The inference that it was delivered to the wrong person by mistake is quite as legitimate as that it was stolen. To say that the servants were generally careful, does not establish as a question of law, that they were not careless in respect to this article. It was incumbent on the defendants to show that the loss of this trunk was not attributable to the want of care of their servants and the evidence was such that the referee was justified in finding that they had failed to do it.

If this trunk was delivered to the wrong person the circumstances should have been shown, otherwise it would be presumed negligent, as no such delivery would be proper without the presentation of the duplicate, check, or satisfactory evidence of its loss, and of the ownership of the property. If the trunk had been delivered upon such evidence as vigilant, careful persons would regard as sufficient the defendants might have been relieved from liability, but no evidence of this character was produced, and we think the finding of the referee was fully warranted.

The order granting a new trial must be reversed, and the judgment affirmed.

Ordered accordingly.

Canadian Pacific Railway.

The report of Mr. Sanford Fleming on the Canadian Pacific Railway exploration survey has been laid before Parliament. It states that a point opposite Lake Nipissing, named Mattawa, was selected as the eastern end of the survey. This point, it is claimed, is easily connected by projected local lines. The Pacific terminus is undetermined, the line of route through British Columbia being still a matter of uncertainty. The physical features of the country naturally divide the country into three great divisions, as follows, viz:—1st, from Mattawa to Fort Garry; 2nd, from Fort Garry to the Rocky Mountains; 3rd, from the Rocky Mountains to the Pacific Coast. The distance from Mattawa to Fort Garry was sub-divided into eleven different surveys of seventy-five to ninety miles in length. The country is densely wooded, and the survey was therefore unusually difficult. A branch surveying party explored the country from Nipissing to Sault Ste. Marie, to connect with lines south of Lake Superior, or steamboat navigation. Another expedition was sent north to James Bay. West of Fort Garry, owing to the simple and well known features of the country, a continuous instrumental survey was not thought necessary. The number of rivers in this region flowing through deep and wide beds, are said to be suggestive of bridging on a gigantic scale. A double expedition was organized to proceed westward of Fort Garry, and to penetrate the Howe Pass and Yellow Head Pass of the Rocky Mountains. One of these passes, it is believed, would be most eligible for a railway. The obstacles to railway construction in British Columbia are represented as most serious. Six surveying parties in all were organized to explore the interior of the Province, and ascertain the route affording the fewest difficulties to that section of the line. Twenty-one surveying parties in all were organized, and no small portion of the duty devolving on the department arose out of the necessity for supplying the staff with sufficient commissariat, in a region "uninhabited, trackless and seemingly impenetrable." The total number of persons employed in the survey was nearly 800. The first detachment left on the 10th of June, and others at subsequent periods. The engineer feels satisfied, although communication has been beset with many difficulties, that the surveys between Mattawa and Nepigon are completed, and that there are only two breaks between Nepigon and Fort Garry. From the Ottawa to the north of Lake Superior, no serious engineering difficulties were met with; but for one hundred miles eastward of Lake Nepigon, the country is extremely rough and mountainous, and no practicable line for a railway could be discovered. With respect to the British Columbia survey, the report says: "Some hopes are entertained that a line may be found from the north Thompson across the Selkirk range, to the Quesnel Lakes, and thence via Quesnel to Bute Inlet; but should this fail, a careful examination will be made about 50 miles further to the south, on a line projected through Horse Lake and Lake La Roche. Should all these prove fruitless, it is confidently believed that it will be quite possible to reach Bute Inlet by a practicable line from Tete Jaune Cache, going round the Cariboo country on the north side, along the banks of the Fraser river, and thence across the Chilcotin Plains. The only objection to the latter route would be its length. The gradients can scarcely fail to be favorable on account of the line following the river for over 250 miles of a uniform and gradual descent. The harbors spoken of as

accessible from the Pacific for the terminus are Burrard's Inlet, Esquimalt, Alberni (at the head of Barclay Sound), a harbor on the Nootka Sound, Bentinck Arm, and Port Essington. A map accompanies the report and also a diagram showing the levels at which the proposed lines will run, in comparison with the Union Pacific. From this it appears that the latter runs for 1,306 miles at a higher level than the Yellow Head Pass, and that this point, the highest summit traversed by the Canadian Pacific Railway line, is less than half the elevation attained at several points on the line now being constructed across the continent. An approximate estimate of the length of the line is formed, and it is calculated that the distance of the Canadian Pacific between Montreal and Fort Garry is 1,180 miles, while the line by Sault Ste. Marie and Pembina is 1,440, and by Chicago and St. Paul, 1,843 miles. From Toronto the distance to Fort Garry would be 1,110 miles; or via Sault Ste. Marie, the distance is 1,290 miles, and by Chicago 1,507 miles. The distance via the Union Pacific Railway, from New York to San Francisco is 3,363 miles; and from New Westminster to Montreal only 2,730 miles. The Canadian Pacific Railway, it is asserted, would, even from New York, Boston or Portland offer an advantage in distance of from 300 to 500 miles, as compared with the Union Pacific. The Canada route will shorten the distance between Liverpool more than a thousand miles. The Indians met with during the survey are reported to have proved friendly on the object of the expedition being explained to them.—*Minerary Times.*

☞ The Philadelphia Ledger of 10th inst., reports the net anthracite coal tonnage for the week ending on the 1st inst., from all sources, at 439,891 tons, and for the year 7,033,665 tons, against 2,646,213 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,387,452 tons. The production of bituminous coal for the week was 62,080 tons, and for the year 974,234 tons, against 830,633 tons to the corresponding time last year—an increase of 143,601 tons. The total production of all kinds of coal for the week was 502,781 tons, and for the year 8,010,899 tons, against 3,476,896 tons to corresponding time last year, showing an increase of 4,534,003 tons.

☞ The directors of the Lake Ontario Shore Railway have decided to pass Rochester on the north at Charlotte (the mouth of the Genesee river), and to terminate their line at Lewiston, where, by a suspension bridge, they will connect with the Canada road. The line will proceed west from Charlotte along the lake shore, thus giving a new set of small towns the benefit of railroad facilities.

☞ At the recent annual meeting of the stockholders of the Milwaukee and St. Paul Railway Company, the following directors were chosen: Frederick P. James, Walter S. Gurnee, James Buell, E. L. Franks, of New York; S. S. Merrill, of Milwaukee; F. A. Mueller, of Rotterdam, Holland. Alexander Mitchell, was unanimously elected president, and Russell Sage vice-president.

☞ The town of Gardner, Me., has voted to subscribe for 250 additional shares of stock of the Boston, Barre and Gardner Railroad, when it appears that stock enough is subscribed to secure the extension of the road to Winchendon.

Safe and Profitable!

THE
CANADA SOUTHERN
First Mortgage Sinking Fund 30 Years
7 PER CT. GOLD BONDS
AT
90 AND ACCRUED INTEREST.

The Road runs from Buffalo to the Detroit River, and is the Eastern link in the new AIR LINE FROM BUFFALO TO CHICAGO, and has been under construction for about two years past by railroad men who have seen the necessity for a STEEL RAIL, LOW GRADE, SHORT ROUTE between the great railroad systems which diverge from Chicago, Toledo and Buffalo.

Among the builders of the road, by whose cash subscriptions 220 miles (out of 290) have already been graded, bridged and made ready for the superstructure, a large part of the steel rails bought, all of the materials for the stations and a part of the equipment purchased, are:

MILTON COURTRIGHT, JOHN F. TRACY, DAVID DOWS, WM. L. SCOTT, HENRY H. FARNHAM, R. A. FORSYTH, HENRY PORTER, JOHN M. BURKE, M. L. SYKES, Jr., B. F. ALLEN, all directors, either in the Chicago and North West or the Chicago, Rock Island and Pacific; GEO. OPDYKE of the Midland Road; JOHN B. ALLEN, SIDNEY DILLON, DANIEL DREW, J. S. CASEMENT, J. & J. CASEY, O. S. CHAPMAN, JOHN ROSS, DAVID STEWART, and F. H. WINSTON.

THE ROAD will be
33 Miles Shorter than any other Road, either BUILT or in contemplation between Buffalo and Chicago, and will also shorten the distance between Toledo and Buffalo 23 miles.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety six per cent. of the road IS STRAIGHT.

THE ROAD WILL BE COMPLETED and in running order on or before Dec. 31 of this year.

The principal and interest of the bonds are payable either in New York, London, or Frankfurt.

We confidently recommend the bonds to all classes of investors.

LEONARD, SHELDON & FOSTER,
No. 10 Wall-St.

NOTICE.

HAVING BECOME ASSOCIATED WITH Messrs. LEONARD, SHELDON & FOSTER in the Agency of the CANADA SOUTHERN RAILWAY CO., we offer the above named Bonds for sale.

After a thorough investigation, we recommend them to our friends and customers as a SURE AND RELIABLE INVESTMENT.

Pamphlets and all information furnished on application.

Winslow, Lanier & Co.,
27 PINE ST.

Texas and Pacific Railroad.

An Act supplementary to an act entitled "An act to incorporate the Texas Pacific Railroad Company and to aid in the construction of its road, and for other purposes; approved March third, eighteen hundred and seventy-one.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the name, style and title of the Texas Pacific Railroad Company shall hereafter be "The Texas and Pacific Railroad Company;" and the said The Texas and Pacific Railway Company shall have, possess and enjoy all the rights, privileges and franchises heretofore conferred upon the said Texas Pacific Railroad Company.

Section 2. That the said Texas and Pacific Railway Company shall have power and authority to issue the construction and land bonds authorized by the eleventh section of said act of incorporation, for such amounts, not exceeding forty thousand dollars per mile of said road, of construction bonds, as said company may deem needful to provide for the construction and equipment of its line, and to include in the mortgage or mortgages to secure said construction bonds all or any portion of the lands granted in aid of the construction of said Railroad: and in the mortgage or mortgages to secure said land bonds, any portion of said lands not so used to secure the construction bonds aforesaid; and all or any portion of the lands acquired by the terms of consolidation lawfully authorized by the fourth section of said act of March third, eighteen hundred and seventy-one, with any railroad company or companies to whom grants of land may have been made, or may hereafter be made, by any congressional, State, or Territorial authority, or who may have purchased the same previous to any such arrangements or consolidation, and within the time limited for the completion of the road, and all such lands of every description shall be subject to all limitations and conditions now by law existing in relation thereto, and as modified by this act; and this act shall not be construed to revive, enlarge, extend or create any land grant whatever, beyond that heretofore granted by Congress, and which shall duly inure to said company upon compliance with the terms of this act in relation to the times fixed for completion of said railway, and all such mortgages shall be subject to all the conditions and limitations by law existing under this act and the act to which it is supplementary in respect to such lands, and shall not be held to vest any title in the mortgage or create any lien on such lands, other than such company is or may become lawfully entitled to vest or create thereunder; but the amount of said land bonds shall not exceed two and half dollars per acre for all lands covered by the mortgage or mortgages securing the same.

Section 3. That all the mortgages made and executed by said railroad company shall be filed and recorded in the Department of the Interior, which shall be a sufficient evidence of their legal execution: *Provided*, That the aforesaid bonds and the authorized capital stock, or the proceeds thereof, shall be applied only for the purpose of securing the construction, operation and equipment of the contemplated railroad line, under lawful contracts with such parties, and on such terms and conditions as said company may deem needful, and for the further purpose of purchase, consolidation, completion, equipment and operating of the other roads, as contemplated by said act and specified therein, being a part of the aforesaid railroad line, and for the expenses necessary and incident to the works authorized thereby: *Provided, however*, That said road and its equipment shall be of the standard heretofore required by the United States Government for the existing Pacific railway lines: *And further Provided*, That said mortgage or mortgages shall in nowise impair or affect any lien existing on the property of said company or companies at or before the time of such consolidation.

Section 4. That said road shall be constructed of iron or steel rails manufactured from American

ore, except such as may have been contracted for before consolidation by any railroad company which may be purchased by or consolidated with this company.

Section 5. That the said Texas and Pacific Railway Company shall commence the construction of its road at or near Marshall, Texas, and proceed with its construction, under the original act and this supplement, or in pursuance of the authority derived from any consolidation as aforesaid, westwardly from a point near Marshall, and towards San Diego, in the State of California, on the line authorized by the original act, and so prosecute the same as to have at least one hundred consecutive miles of railroad from said point complete and in running order within two years after the passage of this act; and so continue to construct, each year thereafter, a sufficient number of miles, not less than one hundred, to secure the completion of the whole line, from the aforesaid point on the eastern boundary of the State of Texas to the bay of San Diego, in the State of California, as aforesaid, within ten years after the passage of this act; and said road from Marshall, Texas, throughout the length thereof, shall be of uniform gauge: *Provided, however*, That the said company shall commence the construction of said road from San Diego eastward within one year from the passage of this act, and construct not less than ten miles before the expiration of second year, and, after the second, not less than twenty-five miles per annum in continuous line thereafter between San Diego and the Colorado river until the junction is formed with the line from the east at the latter point or east thereof; and upon failure to so complete it Congress may adopt such measures as it may deem necessary and proper to secure its speedy completion; and it shall also be lawful for said company to commence and prosecute the construction of its line from any other point or points on its line; but nothing in this act shall be so construed as to authorize the grant of any additional lands or subsidy, of any nature or kind whatsoever, on the part of the Government of the United States: *Provided*, That said Texas and Pacific Railway Company shall be and is hereby authorized and required to construct, maintain, control and operate a road between Marshall, Texas, and Shreveport, Louisiana, or control and operate any existing road between said points, of the same gauge as the said Texas and Pacific Railroad; and that all roads terminating at Shreveport shall have the right to make the same running connections, and shall be entitled to the same privileges, for the transaction of business in connection with the said Texas and Pacific railway, as are granted to roads intersecting therewith: *Provided further*, That nothing herein shall be construed as changing the terminus of said Texas and Pacific railway from Marshall, as provided in the original act.

Section 6. That all acts or parts of acts inconsistent with this supplement be and the same are hereby repealed.

Approved May 2, 1872.

Chicago and Northwestern Railway Extension.

The contractors on the Northwestern Extension of the Chicago and Northwestern Railway, Messrs. Wolf & Carpenter, are pushing their work along north of Menominee as fast as possible under the circumstances. About 25 miles of the timber north from Menominee is cut out and about five miles graded. About 350 men are employed on the work and more are being secured daily. It is the design to increase the force to 1,000 men. The first locomotive crossed the Marinette and Menominee bridge last week, and the iron is being laid Northwest as fast as possible. The line of the road about midway between Menominee and Escanaba is not yet located. Several lines have been run but it is desirable to select one offering less topographical difficulties than any of them. The engineers working from either end are now within about eight miles of each other on what will probably be the final line. The branch tracks of the road are being built, or rather the grading

being done, on both sides of the river, in Marinette and Menominee. The Menominee road bed for a considerable distance is being formed by dredging through the lowlands and throwing up an embankment.—*Green Bay Advocate*.

The stockholders of the Boston, Concord and Montreal Railroad have adopted the following plan for consolidating the different classes of stock: the whole capital to be represented by a single class of stock, to be apportioned to stockholders in place of stock which they now hold, on this basis—three shares for every two shares of preferred stock, one share for every two shares of new stock, and one share for every five shares of old stock, the whole amount of stock thus apportioned to the stockholders will be \$1,562,000, and it is believed that the income of the road will be sufficient to insure regular dividends at the rate of \$4 per share per annum on that amount. It was also voted to unite the Boston, Concord and Montreal Railroad with the White Mountain Railroad, and to increase the capital stock \$2,000,000.

The *Financier* says that a contract has been entered into between the Illinois Central, the Mississippi Central and the New Orleans, Jackson and Great Northern Railroad Companies, to consolidate these roads into one line under one management, so as to have one continuous line from Chicago, by way of Cairo and Jackson, to New Orleans. The road from Cairo southward toward Jackson, is at once to be built, so as to complete the connection; and the Illinois Central is to furnish \$6,000,000 of funds, in the way of money and bonds, for the purpose. The continuous line to Cairo from the south will be completed about the first of January next.

At a late meeting of the board of railway assessors, held at Topeka, Kan., ten railroads in the state reported their gross earnings for 1871, as follows: Atchison, Topeka and Santa Fe, \$487,086 72; Leavenworth, Lawrence and Galveston, \$593,992 33; Central Branch Union Pacific \$179,042 86; Missouri, Kansas and Texas, \$447,808 90; Kansas Pacific, \$3,119,936 03; Missouri River, Fort Scott and Gulf, \$683,882 35; St. Jo and Denver, \$197,217 04; Atchison and Nebraska, \$81,966 06; Atchison and N. W., \$49,015 45; Missouri River, \$88,794 49.

The gentlemen selected by Councils to test the Worthington pumps at the Waterworks in West Philadelphia, for the purpose of ascertaining whether they were able to perform the work according to contract, have completed their labors. We understand that the tests applied show the pumps capable of performing all the work which they were contracted to do.

Street railroads are to be laid in Paris. Thirteen have been projected, and four are to be commenced immediately. First and second-class cars will be run, the fares being charged according to distance, at the rate of three cents per mile for the first-class and two cents per mile for the second.

The Decatur and State Line Railroad Company has filed, with the Secretary of State of Illinois, a notice of the change of its name to the Chicago, Decatur and St. Louis Railroad Company.

At a meeting of the stockholders of the Cobourg, Peterboro' and Marmora Railway and Mining Company at Cobourg, Ca., on the 17th ult., a resolution was passed conferring on the directors full power to push forward the proposed completion of the road to Peterboro', and the extension to Mud Lake. Col. Chambliss, Managing Director, stated that the mine had turned out a complete success, and that it was the intention of the board to push the road on to Peterboro' and Fenelon Falls, and ultimately to Parry Sound, without delay, provided the proposed bonus already granted by the town of Cobourg and that from Peterboro' was obtained with the grant from the Government.

The survey of the two routes for the proposed Lowell and Andover Railroad has been completed, and the estimates of cost for suitably preparing either route are now under consideration, and will soon be submitted to the proper authorities of the road. Both routes pass over the Lawrence Railroad, near Shedd's crossing in Tewksbury, and both are said to be quite feasible and favorable, requiring comparatively slight cuts and but moderate filling and grading. By either route three bridges will have to be constructed. When the route shall have been adopted the work of building will be immediately commenced.

Stock to the amount of \$852,000 has been taken in the Ontario and Quebec Railway, and ten per cent paid thereon. It was agreed between Sir Hugh Allan, representing the stockholders, and the provisional directors, that Mr. Keefer's line between Carleton Place and Peterboro' would be taken; that the survey would be commenced within two months and prosecuted with vigor, and that the work of construction shall be commenced at the earliest possible moment. The gauge is to be 4 ft. 8½ in. from Ottawa to Toronto.

The officers of the New York Bridge Company, recently elected, are: Henry C. Murphy President, John H. Prentice Treasurer, and O. P. Quintard Secretary.

Executive Committee—Seymour L. Husted, Abram S. Hewitt, James S. T. Stranahan, Wm. H. Applegate and Henry W. Slocum.

Finance Committee—C. A. Sprague, Andrew H. Green, Wm. Marshall, Lloyd Aspinwall and John W. Lewis.

The contract for building the Massachusetts Central Railroad bridge across the Connecticut River at Northampton has been awarded to J. R. Smith of Springfield. The total contract price is upwards of \$130,000. The bridge will be 1,400 feet long and will be completed by September, 1873. Work will begin at once, and will be vigorously pushed during the Summer.

At an adjourned meeting of the Penobscot Central Railroad, held in Bangor on the 6th inst. Wm. T. Pearson of that city was chosen President, and Timothy P. Batchelder of Kenduskeag Treasurer. Engineers will commence in about two weeks to make a preliminary survey of the route up the Kenduskeag valley.

The total expenditures on the Intercolonial Railway up to March 30, 1872, have been \$8,641,104—of which \$3,565,692 had been expended prior to December 31, 1870.

THE CINCINNATI & TERRE HAUTE Railway Company,

Desirous of enlisting the attention of manufacturers to the advantage of locating manufacturing establishments upon the line of their Railway, will give to any Rolling Mill or Blast Furnace Company so locating forty (40) acres of ground for works, and the coal in one hundred (100) acres of Clay or Owen County, Indiana, black coal field; the ore from one hundred (100) acres of the Hardin, Pope or Massac County, Illinois, brown hematite beds, and agree to furnish them with all orders for merchant iron required for the Railway's use for a period of two years.

To any Railway Car Manufactory located upon its line, they will give twenty acres of ground required for works, the timber from one hundred acres of the best oak timbered land in Owen County, and an order for one thousand cars to commence work upon.

To any Car Wheel Foundry or Axle Forge, the necessary grounds for works, and liberal orders for their products in kind.

To all other manufacturing establishments ample facilities in the locating and successful prosecuting of their works.

Circulars descriptive of the manufacturing points upon the line of the Railway will be mailed to any address upon application to

MATT. P. WOOD,
Gen'l Sup't C. & T. H. R. R., Terre Haute, Ind.

A DESIRABLE INVESTMENT

A New Outlet for the Bituminous and
Block Coal of Indiana.

AN UNDOUBTED SECURITY.

PAYING 60 PER CENT. MORE INCOME
THAN GOVERNMENT BONDS,
AND 9 1/2 PER CENT. ON THE INVESTMENT.
FIRST MORTGAGE SINKING FUND GOLD BONDS
OF THE
LOGANSPORT, CRAWFORDSVILLE AND SOUTH
WESTERN RAILWAY OF INDIANA.
THEY BEAR

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Interest payable quarterly in New York, free of Government tax, and are Coupon and Registered. Price, 95 and accrued interest. Further and full particulars, with Pamphlets and Maps, furnished by us on personal or written application.

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RAILROAD IRON.

THE UNDERSIGNED HAVE FOR SALE
1,060 tons 30-pound fish pattern rails, now
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Diagonal Truss Bridges,

OF IRON, WOOD, OR WOOD AND IRON COMBINED, FOR

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STEEL PENS.

These Pens are of superior English manufacture, and are a nearer approximation to the real SWAN QUILL than anything hitherto invented. We have recently added a new pen to the number, of great superiority where fine writing is desirable, which

we designate **THE QUEEN,** Or. No. 15.

The Spencerian Pens are for sale everywhere, in gross and quantity, gross boxes.

A Sample Card, containing all the 15 numbers, securely enclosed, will be sent by mail, on receipt of 25 cents. Address

IVISON, BLAKEMAN, TAYLOR & Co.,
123 and 140 GRAND STREET, N. Y.

Notice to Contractors.

SEALED PROPOSALS will be received until June 20th, 1872, for the graduation, masonry and bridging of the Peach Bottom Railway east of the Susquehanna River. A profile can be seen at the National Bank of Oxford. For specifications and blank proposals, address, by mail,
S. B. RUSSELL, Secretary,
Oxford, Chester Co., Pa.

To Contractors.

PROPOSALS received for Sections at Wilton, N. H., for the Graduation, Rock Work, etc., on the Peterboro' Railroad. Apply to
GEO. W. CRAM, Contractor,
Wilton, N. H.

HEYERDAHL, SCHÖNBERG & CO.

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Francis C. Bowen,
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No. 7 Warren Street,
NEW YORK.

Patentees, and others can secure the professional services of Mr. Bowen, in procuring United States and Foreign Patents, and conducting Patent suits for INJUNCTIONS and INFRINGEMENTS in the U. S. Courts.
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CAMP'S IMPROVED DUMPING CAR.

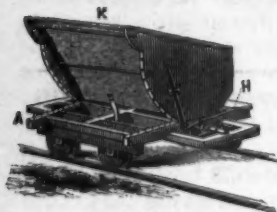


Fig. No. 1, Car Loaded.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

Address, N. H. CAMP,

Care N. C. MILLER, 61 Broadway, New York City;
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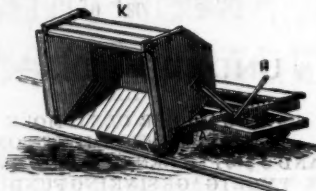


Fig. No. 2, Car Dumped.

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ESTABLISHED IN 1852.

Billmeyer & Smalls,
YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer, D. E. Small, J. H. Small.

RAILROAD IRON.

1,000 Tons TREDEGAR RAILS.
1,000 Tons CROSBY RAILS.
1,000 Tons STOCKTON RAILS.

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RAILROAD IRON.

2,070 tons best Welsh make 56 lbs.
2,900 ' Extra quality 66 lbs.

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Philadelphia Car Works.

J. G. BRILL & SON,
MANUFACTURERS OF
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KINGSTON, JAMAICA, SANTA MARTHA AND
GREYTOWN, AND PACIFIC COAST OF
MEXICO, CENTRAL AMERICA, PERU,
AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

June 15, steamer HENRY CHAUNCEY, Capt. A. G. GRAY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, via Kingston, Jam., connecting at Panama with steamer ARIZONA, Capt. —, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of June 13.

An extra steamer will leave San Francisco, June 15, 1872, for Japan and China.

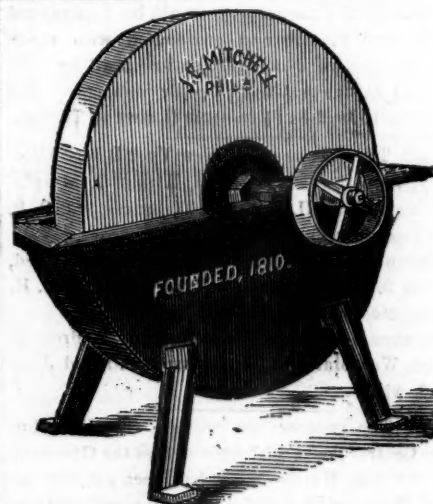
For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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Drawing Instruments, Paper,
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